

**THE WATERBORNE COMMERCE
OF BRITISH COLUMBIA
& WASHINGTON
1850 — 1970**

by
JAMES H. HITCHMAN



Occasional Paper #7

**Center for Pacific Northwest Studies
Western Washington State College**

1976

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Editor's Preface

For a third time in less than four years, the Center for Pacific Northwest Studies takes pride and pleasure in issuing a work on regional maritime affairs.

In all three volumes Dr. James Hitchman, professor of history at Western and a member of both the Canadian-American Studies Program and the Center for Pacific Northwest Studies, has had a hand, either as author or as contributor.

Dr. Hitchman's earlier monograph, The Port of Bellingham, 1920-1970, appeared in 1972 as the first of the series, setting a standard that succeeding papers have sought to emulate. It is worth noting that the first edition of this monograph was quickly exhausted, and that a second (revised) edition was brought out in 1974. In 1975 Dr. Hitchman was a participant in and a contributor to a five-day conference sponsored by the Center and the Bureau for Faculty Research, the proceedings of which have been issued as Occasional Paper #5 under the title Man, Government and the Sea: Northern Puget Sound and the Strait of Georgia. Now comes a second monograph.

Although keeping to a maritime theme, the present work casts a much wider net than its predecessor, but like the latter it helps fill a gap in the historical record of the Pacific Northwest. In addition, it is also an important contribution to a significant but much-neglected aspect of Canadian-American relations. Careful reading of the text and study of the more than two dozen incorporated tables will enable student and layman alike to follow the main strands of the rather intricate story of Washington-British Columbia coastal traffic through more than a century of vicissitudes and overall growth. An appended "Note on Sources" will prove an invaluable aid to those who wish to delve more deeply.

James W. Scott
Director.

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Bellingham: May, 1976

Casting Off

The waterborne commerce of British Columbia and Washington exhibited an amazing growth between 1850 and 1970. The geographical attractions of Puget Sound, Haro, Georgia, Juan de Fuca Straits and the relative proximity to East Asia encouraged people to use maritime transport. The maritime traditions of the United States and the commercial, seaborne connections of the British Empire also helped. The trade of the province and state may be traced and compared over the 120 years, but description of the waterborne traffic between the two neighbors is difficult because organization of available data discourages it. Nevertheless, it is possible to provide information on ports, volume and value of cargo tonnage, vessel traffic, commodities carried and comparisons between local, coastal, regional and foreign trade. A statistical narrative of the place of British Columbia and Washington in marine trade may be formed.

The year 1850 is selected as a starting point because customs collections in Puget Sound began shortly thereafter as the Sound came alive with logging, mining, agricultural and trading settlements stimulated by the San Francisco gold rush market. The prior Hudson's Bay Company vessel traffic between Nisqually, Fort Langley, Victoria and northern points is not related here; figures are provided after the Oregon Treaty boundary appeared in 1846 and after British Columbia became a crown colony in 1859. The end date of 1970 appears because it was a boom as well as a decennial year, close enough to the present.

There are many omissions in this study. There are no descriptions of tariffs, railroad rates, gold and bullion shipments, or a host of technical categories in customs regulations. This paper is neither an economic analysis nor

a brief for trade development. Personalities and companies receive scant attention and treatment of the fisheries is virtually nil. Pilots, seamen and longshore unions, the navy and coast guard are almost ignored. Weather and shipwrecks have been discussed by other authors. The practice of citing decennial years misses the fluctuations of depression and war.

Furthermore, there are virtually insurmountable problems in gathering information. Figures in the Puget Sound Customs records do not always coincide with those published in Washington, D.C. Cargo tonnage figures prior to 1900 seem unobtainable in either Canada or the United States. Canadian data do not equal American for the same year and traffic. Methods of accounting and categories change in different decades. There is always the apprehension that a lot of traffic escaped reporting.

After it is all added, what do the totals mean? A ship might call at several B.C. and Puget Sound ports after arriving from a foreign port and before departing for another overseas point. Does it matter whether it is classified as foreign or local? The Customs Service would record its entry and departure, the U.S. Corps of Engineers would count every move the ship made in Puget Sound. Ships' goods might be transhipped on railroads or smaller vessels for regional destinations, but it is all generated traffic. Some Americans owned companies in B.C., some American companies registered their vessels in Canada; a few Canadians did the same in Washington. Both the flag of the vessel and the origin of the cargo are included because they reveal both domination and variety in the carrying trade. The researcher has to leap across gaps, proffering hazardous estimates and can never be sure of the accuracy of the figures. Nevertheless, enough material exists to make it worthwhile to treat this neglected subject.

Piloting the Decades

The first entry in the Puget Sound Customs House Records, dated November 15, 1851, stated that the brig George Emery, 178 registered net tons, arrived from San Francisco with merchandise and returned with a cargo of shingles, potatoes and livestock. On November 26, 1851, the famous Hudson's Bay Company steamer Beaver, 207 net tons, reached Olympia in ballast from Victoria and shipped a load of livestock for the trip back. In January of 1852, the brig G. W. Kendall, 183 tons, entered from San Francisco with merchandise of various kinds and cleared for the Golden Gate with sheep and piling. In February, the British brigantine, Mary Dare, carried horses to Victoria from Olympia. These entries symbolized the waterborne trade of Puget Sound and Vancouver Island during the 1850's. In general, Puget Sound inhabitants provided foodstuffs and livestock for their cousins north of the border, and received coal, woolens and liquor from them. British Columbia and Washington supplied San Francisco with shingles, piling, lumber and ordered clothing, tools, manufactured articles for homes, farms, stores and sawmills. From England came glassware, anvils, cement and a wide variety of other products for ports above and below Haro Strait.¹

From 1858 into the 1860's, traffic increased immensely due to the Fraser River gold rush. Thousands of people sought transportation across the waters of the inland sea, luring many new vessels into service. The Seattle sloop, H. L. Tibbals, seven tons, plied the waters to Victoria. The British ship Ravensdale, 6,112 tons, arrived at Port Townsend from Victoria and cleared for Plymouth, England. The 144 ton, Hudson's Bay steamer Otter, called at ports from Olympia to Alaska. Local schooners ranged in size from Kossuth at 47 net tons to General Harney at 71 net tons. Panama, a 1,210 net ton steamer, made the coastal run from San Francisco. The most prominent of all in number of trips

and cargo carried was Eliza Anderson, the 297 net ton side-wheeler that became famous for reliability on the straits and sound until her career ended at Kodiak in 1897 during the Alaska gold rush. By 1860, scores of vessels, steam and sail, operated between Victoria, Nanaimo, New Westminster, Barclay Sound, Olympia, Seattle, Utsalady, Whatcom, Steilacoom, Port Gamble, Port Townsend, and other points.

It is not known how much cargo tonnage these vessels carried in local traffic compared to coasters and offshore ships. It is certain that local vessel traffic was higher in volume, but coastal and deep sea traffic was probably higher in volume and value of cargo tonnage. Figures for the largest port and town, Victoria, provide some indication of the comparative importance of regional trade: In 1860, 394 vessels arrived at Victoria from other B.C. ports, 117 from San Francisco, 5 from Oregon and Alaska, 30 from overseas, 557 from Puget Sound and 79 from San Juan Island, contested territory, properly considered as Puget Sound trade with Americans. Coal and lumber were exported to Melbourne, Shanghai, Valparaiso, Honolulu and San Francisco, but local traffic in passengers, mail and goods was very extensive.²

A decade later, the number of vessels passing Race Rocks and Admiralty Head declined, but the pattern of trade remained. The American flag predominated in local, B.C. and other foreign trade as vessels arrived from and cleared for Yokohama, Hioga, Callao, San Salvador, Valparaiso, Shanghai and Honolulu. Most of the foreign trade of Puget Sound was with Victoria: 111 U.S. vessels in the B.C. trade compared to 34 foreign. Ninety-one ships arrived in the protected coastal trade, 121 American ships and 43 foreign entered Puget Sound from countries other than Canada. The cargo tonnage is not known for these vessels, but in 1870, the value of the Puget Sound-Victoria trade was \$225,000, less than the Victoria-San Francisco exchange of \$1.2 million. The Washington

Territory-San Francisco trade very likely equalled this latter figure. Forty-eight percent of Puget Sound's foreign trade occurred with British Columbia.

In 1870, Puget Sound registered 89 vessels, 32 of them in sail. B.C. registered 30, San Francisco 957, Oregon 68 and New York 4,775, Maine 3,018, Louisiana 604, Northern Lakes 5,343. One of the most noticeable steamers in 1870 was Politovsky, a 255 ton, former Russian gunboat, brought down from Alaska. Typical foreign flag vessels were the 122 ton steamer Fly, from Victoria, the 783 ton ship Elvira Alvarez from Valparaiso. In coastal trade, the 319 ton steam schooner Constantine ranged up to Alaska, while the 673 ton steam schooner California arrived from Portland and the 990 ton bark Columbia hailed from San Francisco. Puget Sound ranked seventh of 42 customs districts in the United States in number of passengers arrived. New York, Boston and San Francisco were the leaders. Puget Sound ranked fifth in passengers departed (1,815), San Francisco second (6,410), New York first (60,362).³

In 1870, 652 vessels entered Victoria Harbor. Of that total, 417 were local, 152 from Puget Sound, 58 from Portland, Astoria or San Francisco and 25 from other foreign ports such as London, Liverpool and Honolulu. It is highly probable that vessel traffic greatly exceeded this total because many B.C. and Puget Sound vessels ignored customs clearance, most intra-harbor trips went unrecorded and shipments from other B.C. ports were not noted.⁴

The curious aspect of this traffic is the 124 vessels entering from San Juan Island. They were included in the 417 local entrances above, but could be considered as trade with Puget Sound. San Juan Island was neutral in 1870, although most of its few inhabitants were Americans. A few farms existed, a lime kiln had started, British and American military camps still remained, but none of these activities

justified the constant movement of sloops such as Ringleader, Alarm, Lady Franklin and Ocean Queen. The supposition is that these vessels smuggled liquor and woolens, evading the Port Townsend customs station, using San Juan Island as a base, with the concurrence of British authorities. For this study, the main point is that of 652 carriers tallied, 276 conveyed goods between B.C. and Puget Sound, while the 58 coasters stopped at Victoria, Nanaimo, and Puget Sound ports. Vessels in other foreign trade exchanged lumber for Hawaiian sugar or Hudson's Bay ships such as Prince of Wales brought merchandise from England.

In 1870, there was a pattern to Victoria's waterborne commerce. The Canadian steamer Enterprise carried passengers and general cargo between Victoria, Nanaimo and New Westminster. The American steamers Eliza Anderson and Olympia plied the waters between Victoria and Port Townsend, with Wilson G. Hunt stopping at other Puget Sound ports. Various steamers, sloops and schooners maintained contact with Barclay Sound, Comox, Sooke and Burrard Inlet. Forty-five vessels cleared Burrard Inlet in 1869 with lumber for foreign ports and B.C. exported 35,476 short tons of coal, 16,479 to California, much of it from Nanaimo. Otter ranged far north to Bella Bella, Fort Simpson and Fort Rupert. The North Pacific Transportation Company steamer California, carried mail, passengers and 200 tons of general cargo between B.C., Puget Sound, Astoria and San Francisco. The example of Victoria, probably similar for Seattle and other towns, indicates that local and regional trade were about equal and together, outnumbered coastal and foreign about five to one.

In 1879, the value of United States goods sent into British Columbia amounted to \$1.5 million, Great Britain's, \$724,000, with all other countries far behind. B.C. ranked fifth out of six Canadian provinces in exports and imports

for 1872. In 1879, B.C. exported \$2,755,972: \$1.9 million to the U.S., \$506,000 to Great Britain, \$107,000 to South America, \$139,000 to Australia, \$52,000 to China. Of these exports, B.C.'s products of the mine, mainly coal, led by far, with \$1.5 million. Fishing amounted to \$633,000, forest products, \$273,000 and animal products, \$269,000.⁵

In the 1880's, the size of vessels increased and the number of foreign ports represented grew. Guayaquil, Guaymas, Nicolaevsk, Antofagasta, Hilo, Noumea, Auckland, appeared as additional points of call. Coastal steamers created news in local papers when they arrived and departed; passenger lists and cargo consignees were printed when the Oregon Steamship Company's 1,106 ton City of Chester and the Pacific Coast Steamship Company's (formerly Pacific Mail) 2,135 ton Dakota made their runs every ten days from San Francisco to Juan de Fuca Strait. The 499 ton bark Rainier ran to Honolulu while the ship War Hawk and barkentine Portland slid down the coast to San Francisco. George E. Starr, 473 tons, was a prominent sound steamer; the name suggests the presence of the powerful Oregon Railroad and Navigation Co. above the Columbia River. Isabel arrived at Port Townsend from Victoria on daily runs with such cargoes as brandy, fish and skins for the Wells Fargo Co. From Honolulu came rice, sugar and molasses. Shanghai sent tea, Samoa and Fiji yielded cocoa nuts. Australia and New Zealand exported coal, Salina Cruz in Mexico sold salt and iron bars, precious metals came from Guaymas, nuts from Callao and coal from Valparaiso, all in exchange for lumber to build railroads.

In 1880, 105 vessels registered in Washington territory, seven steamers and 25 sail were built for commercial purposes. B.C. registered 63 vessels in that year. B.C. traded some \$1.8 million with San Francisco and with Puget Sound, \$180,000. The U.S. flag continued to prevail in coastal, B.C. and other foreign trade, 466 to 165. The Washington Board of Inspectors

licensed forty-eight masters, ten mates, four pilots, fifty-one chief engineers and ten second engineers. Besides lumber exports, Seattle shipped nearly 100,000 tons of coal a year to San Francisco in the 1870's, Bellingham Bay sent 233,000 tons of coal to the same city from 1860 to 1878.⁶

By 1880, most of the principal steamer routes on Puget Sound were established: Victoria-Olympia-Port Townsend, Northern Pacific and Eliza Anderson; Olympia-Tacoma, Annie Stewart and Zephyr; Seattle-Olympia, Messenger; Skagit-Snohomish rivers, Nellie, Fannie Lake, Josephine, Chehalis, Daisy; Bellingham Bay, Dispatch; Hood Canal-Seabeck, Phantom; White River, Comet; Duwamish, Otter; Seattle-Freeport, Celilo; Seattle-Port Blakely, Success; Port Madison-Seattle, Ruby. The largest tugboat of the era was Pope & Talbot's 136 foot Goliah, towing lumber sailers between the ocean and mills at Port Gamble, Port Blakely and elsewhere. The Puget Sound Line advertised four regular schooners to San Francisco.⁷

On a typical trip in November of 1880, Dakota arrived with 240 short tons of freight for Victoria, Port Townsend 25, Seattle 180, Tacoma 55, Olympia 33. She left 57 passengers at Victoria, Port Townsend 4, Seattle 36, Tacoma 5, Olympia 5. She usually took about three to five days on the run up from San Francisco and cabin passengers paid \$20, steerage, \$10. Dakota could make the trip in about half the time of her predecessors.

In the 1890's, despite the national depression, volume of traffic began to increase in the Pacific Northwest. This was due mainly to the completion of the Canadian Pacific Railroad in British Columbia and the Northern Pacific and Great Northern in Washington, all of which attracted more population and increased production. U.S. flag domination continued: 256 in coastal trade, 946 out of 1,022 entered Puget Sound in foreign trade under the American flag. From

B.C. came 1,004 American vessels and 51 foreign flags to enter U.S. ports. Steamers were the most numerous type of ship, and barks, barkentines, ships were as plentiful as schooner rigs. In 1890, 224 vessels registered in the Puget Sound Customs District, 196 in B.C., 196 in Oregon and 995 in San Francisco. In that year, Puget Sound traded to sixteen foreign countries, with 22% of the trade to and from B.C., Washington's main trading partner. British Columbia ranked fifth of six Canadian provinces in exports and imports, Washington still lingered behind San Francisco and Oregon, but would pass Oregon in the next decade in value of trade. In 1890, B.C. exported \$4.3 million, \$2.8 million to the U.S., of which \$2.3 million came from coal mines. England and Australia trailed a distant second and third, the British buying mainly fish and the Australians, lumber. B.C. imported \$2.3 million from the United States out of a \$3.8 million total, with England and China next at less than a million each. Japan's entire trade with Canada equalled \$1.2 million. California continued to be British Columbia's greatest trading partner as it may be assumed that almost all of British Columbia's export and import trade with the United States went to and from Pacific Coast states.

B.C.'s earliest ports, Victoria, Sooke, Alberni, New Westminster and Nanaimo, were joined in the 1890's by Vancouver (Burrard Inlet began exporting lumber in 1864, incorporated in 1886), Chemainus (timber), Comox (coal), and Stickeen (minerals). Victoria and Nanaimo continued to be the largest ports in B.C. Typical coastal vessels calling were Walla Walla, 2,168 tons, Umatilla, 2,168 tons, Fresno, 1,187 tons, all U.S. steamers. Lorne, 159 and Pilot, 157, were British-Canadian steamers. Clara Robertson, a 1,625 ton ship, entered from London, suggesting the economy of sail in long distance voyages. In 1887, the Canadian Pacific inaugurated its Orient service in mail and passengers with the

Empresses of China, Japan and India, which revealed that Canada did more business with China than with Japan. In addition to previous foreign ports listed, vessels arrived from Iquique, Adelaide, Kobe, Wrangell, Kodiak, New York, Wilmington (California), Nagasaki, Sydney, Santa Rosalia (Mexico), Acapulco, Rio de Janeiro, Glasgow, Buenos Aires and Manila.⁸

Waterborne trade increased greatly after 1900 because of the Alaska gold rush, Japanese shipping lines' inaugural service to Seattle, the population boom and maturing of the Pacific Northwest economy. Two of the most frequent carriers in the B.C.-Puget Sound trade were the 809 ton Victorian, of American registry and the 98 ton British steamer Lapwing. On a typical voyage in December of 1899, Victorian imported books, seed, woolens for the Northern Pacific Export Co., and loaded sheep pelts, poultry coops, egg packers, sewing machines and mounted birds. Queen Adelaide arrived in Puget Sound from Yokohama with a cargo of silk, porcelain, tea, matting rolls, nut oil, coffee, curios, rice, sugar and joss sticks for the Northern Pacific Railway Co. to send to New York, Chicago, Philadelphia and other eastern cities. In other, typical commodities around the turn of the century, Antofagasta sent copper, silver, guano and nitrate. Iquique shipped nitrate of soda and iodine. Puget Sound traded with some twenty nations in 1900. The United States flag prevailed three to one in foreign trade, continuing a trend that was contrary to the American national experience from 1865 to 1914, when foreign flag vessels conveyed most American exports and imports.

The entire Pacific Coast supplied only 5.9% of all U.S. foreign trade in 1900 and the Puget Sound district provided 1.1% of the national total, 18% of the Pacific Coast total, second to San Francisco, which racked up two-thirds of the

Pacific Coast tally. Sixty percent of the B.C. trade with America was carried under the stars and stripes.

British Columbia exported more than it imported and sent goods to ports from London to Shanghai to Delagoa Bay. B.C. exported most of its products in U.S. trade to Washington after 1900, but B.C. goods also went through 34 other U.S. customs ports on the Pacific, Great Lakes and Atlantic coasts. In 1900, B.C. imported \$5.879 million from the U.S. and exported \$5.862 million to the U.S., with Puget Sound and San Francisco heading the list. Puget Sound received \$1.7 million from B.C., exported \$2.9 million to B.C. San Francisco purchased \$2.18 million from B.C., sold \$1 million worth of goods to the Pacific Coast Canadians. Alaska imported \$385,000 from B.C. and exported \$552,447 to that province. B.C.'s Oregon trade was much smaller. Japan traded \$15 million with San Francisco, \$10 million with Puget Sound, and the United Kingdom did \$13 million worth of trade with San Francisco, \$2 million with Puget Sound. In 1900, Washington replaced San Francisco as British Columbia's chief trading partner. England stood second for B.C., China third, Japan fourth. The most surprising fact is that Japan became Washington's main waterborne trading partner in 1900 and held this position until 1940. In 1900, 40% of Washington's waterborne trade was with Japan, 20% with B.C. Railroad traffic increased the B.C.-Washington percentage, however. Although the figures are not available, it is unlikely that the B.C.-Japan trade grew as much as Washington's trade with Japan. Japan's entire trade with Canada amounted to \$1.8 million in 1900. The U.S., the British Empire and China were Japan's best customers in 1900.⁹

In 1910, waterborne trade continued to accelerate, but the U.S. flag dominance ended. While most of the foreign trade vessel traffic continued to be with B.C., foreign flags

outnumbered American in the B.C. and other foreign trades. This was due mainly to the phenomenal growth of Vancouver. Other B.C. ports appeared as well: Union Bay, Ladysmith, Prince Rupert, Alert Bay, White Rock and Sidney. Familiar Canadian steamers were Selkirk, 86; Clansman, 50; Squid, 41 and Princess Victoria, 488. Iroquois, 795 and Chippewa, 677, hailed from south of the border. In coastal trade, Lewis Luckenbach, 1,905 and Northland, 360, appeared often. Curious names abound in the customs entries, but College Widow should have taken some prize. Among the many lines running in B.C., these stand out: Canadian Pacific, Grand Trunk, Union, Ocean, N.Y.K. and O.S.K. of Japan, Royal Mail, Pacific Coast Steamship Co.

By 1910, Washington and British Columbia were booming in population and productivity. Before that year, it is estimated that the cargo tonnage of province and state increased about 50% each decade. From 1910 to 1920, B.C. foreign trade grew 79% and that of Puget Sound, 114%. On top of that, the local traffic for the two neighbors amounted to far more than the entrances and clearances in foreign trade. In 1909, 23% of Washington's foreign trade was with B.C., 43% with Japan. Washington did about one-third of the Pacific Coast's overseas business, recorded 1.7% of the national total, while Pacific ports handled 5.2% of all American foreign trade. Puget Sound's waterborne exports and imports, nearly equal for the first time, amounted to \$52.7 million in 1909, second behind San Francisco.

In 1910, British Columbia jumped to third place behind Quebec and Ontario in value of exports and imports, moving ahead of Nova Scotia and New Brunswick. The value of B.C. exports and imports (land and water) rose from around \$10 million in 1890 to \$28 million in 1900 and \$52 million in 1910. B.C. traded with some twelve foreign countries in

1910. One hundred vessels were constructed in B.C. in 1909. Vancouver and New Westminster passed Victoria in volume and value of cargo tonnage. Of the \$52 million B.C. trade in 1910, about \$12 million went by water to and from Puget Sound. Foreign vessels held a slight edge over American in carrying goods into Puget Sound, 1,346 to 1,239, with only 288 of the total in sail. One thousand four hundred and ninety-three of the 2,397 entered from B.C. Only 38% of the flags entering British Columbia waters were American, compared to 79% in 1889. B.C. trailed Washington in population, volume of waterborne commerce, in ships built and registered, but led Washington in foreign trade vessel traffic and cargo. The vast effort of World War I and the new Panama Canal provided bases for the export boom in the ensuing decade.¹⁰

After 1920, despite the brief shipping and shipbuilding dislocation, exports surged out of the Pacific Northwest, mainly in the form of forest products such as lumber, shingles and "box shooks." Petroleum began to arrive from Los Angeles in tankers. The variety of goods expanded as the economy of the region diversified. By 1927-1929, cargo tonnages rose to the highest point in Washington's history, not reached again until the late 1960's, and then only by a few major ports. B.C. did \$13 million worth of business with San Francisco, \$54 million with Puget Sound, but 43% of her exports went through the Panama Canal to Europe. The U.K., U.S. and Japan were B.C.'s three leading purchasers in the roaring twenties. Japan's entire trade with Canada was \$21.3 million, China's, 7.8 million, less than the B.C.-Washington commerce. In that year, 129 Japanese and other flags entered B.C. from Japan compared to 4,563 from the U.S. Washington traded with 53 foreign countries in 1920; 45% of that trade was with Japan, 17% with B.C. (waterborne only, not railroad). Notwithstanding the glamour of foreign

trade, it must be realized that 51% of Washington's cargo tonnage was local, 32% coastal and 19% foreign. Local (called coastal in B.C.) traffic for the province was three times that of foreign in 1920.

In 1920, typical Canadian vessels in the B.C. trade south of the border were Princess Victoria and Princess Alice. Coastal steamers seen often were Admiral Schley, 1,336 tons; West Keene, 4,486; Admiral Evans, 1,278; Julia Luckenbach, 5,934; American ships ushering in a decade of heavy coastal shipping. Most of the ships entering the U.S. from B.C. flew the American flag (3,430 of 5,738) but the tonnage of foreign flag vessels was greater. Puget Sound ranked second in the nation in foreign, coastal and local passenger traffic. Seattle alone handled nine million passengers, while Bellingham and Port Townsend counted over 100,000 each. Twenty-one ocean steamship lines operated out of Vancouver in 1920, 40 in 1925. B.C. ranked third behind Quebec and Ontario in volume of cargo tonnage and second in vessel entrances and clearances during the 1920's. In that same decade, 114 shipping lines of all sorts maintained offices in Puget Sound ports. Seattle preserved its lead in cargo tonnage over Tacoma, Portland and Vancouver. Prosperity seemed permanent; it lasted until October, 1929.

During the great depression of the 1930's, the water-oriented business of the Pacific Northwest suffered about a 30% decline. Foreign, coastal and local traffic dwindled. Nevertheless, ships such as Dorothy Alexander, Melville Dollar, Harry Luckenbach carried large cargoes along the coast. The graceful Princess Marguerite ran to Seattle out of Victoria. President Jefferson, 8,443 and Yokohama Maru, 3,790, sailed to and from the Orient. The blue ribbon queen, though, was the new R.M.S. Empress of Japan II, 26,000 tons. Foreign flags now outnumbered American in foreign trade.

However, as the tables indicate, waterborne trade did not die in the depression: companies ceased operations, two gigantic strikes paralyzed the waterfront in 1934 and 1936, passenger traffic on coastal runs died out, trucks, trains, ferries ran cheaper, but the volume of waterborne trade in 1930 exceeded that of 1920, though not that of 1927-1929. British Columbia's cargo tonnage leaped 136% from 1920 to 1930, Washington's, 86%. After the low years of 1933-1937, volume and value of tonnage for 1940 exceeded that of 1930 for both neighbors. The value of cargoes sank in the depression and did not recover until the Second World War.

In 1931, Canada's trade with Los Angeles amounted to \$9 million, San Francisco \$9 million, Washington, \$41 million. Twenty-one percent of Washington's foreign, waterborne trade value, was with B.C., 31% with Japan. The main importers of B.C. grain, newsprint and lumber were the British Commonwealth and the U.S. B.C. railroads hauled about ten million tons in 1932, compared to about six million tons in shipping, but much of the railroad tonnage transferred to ships, so the distinction is blurred. Six thousand forty-eight ships entered the U.S. from B.C., 3,551 American, 2,497 foreign. Five thousand eighty-three vessels entered Washington, 2,110 American, 2,373 foreign, compared to 547 at San Francisco, 1,491 at Los Angeles, 865 at Alaskan points, 101 in Oregon, 689 at San Diego. Puget Sound and the Washington coast ports traded with 86 foreign countries in 1931. Fourteen and one-half percent of Washington's trade was foreign, 47% coastal, 36% local, in 1930 cargo tonnage. Local B.C. vessel and barge traffic was triple foreign, with local vessel tonnage slightly ahead of foreign. Forty-three percent of the 9,459 ships and barges arriving in B.C. from foreign countries flew the U.S. flag.

Canada ranked fifth in world trade in 1930, the United States second, with the U.K. first, Germany third, France

fourth, the Netherlands sixth, Japan tenth. The United States supplied 71% of Canada's imports, purchased 37% of Canada's exports in that year. By that time, Vancouver and New Westminster were industrial ports recording much higher trade figures than Victoria, with export and import values of \$54 million and \$50 million compared to \$6.7 million. B.C. passed Washington in lumber exports in 1936, Coos Bay began to surpass Grays Harbor as the world's leading log and lumber port. Seattle remained the largest port in the Pacific Northwest as it had been since 1900.¹²

During the interwar years, these prominent shipping lines operated: Vancouver (local, regional) Canadian Pacific, Union; (overseas) American Mail, Admiral, Blue Funnel, Canadian National, Hamburg-Amerika, North German Lloyd, Grace, Isthmian, Mitsui, Nippon Yusen Kaisha, Y.K.K., O.S.K., Oceanic and Oriental, Canadian-Australian Royal Mail, Olsen, Munson; Seattle (local, regional) Foss Launch and Tug, Puget Sound Tug and Barge, Puget Sound Navigation Co., Alaska Steamship Co., Puget Sound Freight Lines; (overseas) General Steamship Corporation, Pacific Mail, Matson, Moore-McCormick, Luckenbach, plus many of those calling at Vancouver.¹³

The year 1940 was a war year for British Columbia and Washington ports felt the impact even before Pearl Harbor was attacked. Trade with Europe and the Orient declined and Canada again became Washington's greatest trading partner in waterborne commerce. Soviet trade appeared in Pacific Northwest ports on lend-lease terms. Four thousand two hundred ninety-two vessels arrived in Washington from B.C., 1,920 American, 2,136 British and Canadian, with assorted others. Canada did \$6 million worth of business with San Francisco, \$11 million with Los Angeles, \$36 million with Washington and \$550,000 with Alaska. Washington still traded with 84 foreign countries in 1940. Ten percent of Washington's trade was foreign, 45% coastal and 44% local, in cargo tonnage. In

1939, 47% of B.C.'s trade went to the U.S., 35% to the U.K., with Japan a declining third. Washington trade with Japan dropped to 24% of the total in 1940, while the B.C. portion amounted to 29% of the state's waterborne foreign commerce. Carrying on the coastal service were ships such as Mt. McKinley, 2,851; Hamlin F. McCormick, 2,025; Paul Luckenbach, 4,125. In B.C.-Washington waters could be seen Comanche, 447; Katahdin, 40; Border King, 549, stout little, all-purpose freighters.¹⁴

In 1950, Pacific Coast trade lingered in the doldrums after the major strikes of 1946 and 1948, and the effects of lower rates in land transport. Tankers kept the coastal trade alive as passenger and general cargo traffic died. Security cargoes for foreign aid and the Korean War were carried aboard chartered, military and naval vessels. These figures do not appear in the Pacific Coast port volume and value of cargo tonnage, but are included in national totals. In the figures provided, the Pacific Coast dropped to fourth behind the Atlantic, Gulf and Great Lakes. Nevertheless, B.C.-Washington cargo tonnage was the largest of any decennial year up to that time. Yet persons in maritime activity in the Pacific Northwest did not consider 1950 as a record year. American vessel traffic was down to 200 in coastal trade with Washington, 1,769 entered the Puget Sound district in foreign trade, the lowest number since 1890.

Tugs hauled most of the trade between B.C. and Washington, a trend that had been growing since the 1920's, one that accelerated in the 1960's, because of the economic savings over the operating costs of inland freighters. Only 38% of the flags entering B.C. were American and the Pacific province exchanged goods with 60 foreign countries. The United States had reduced the largest merchant fleet in the world in 1946, selling many ships to former allies whose merchant marines had been devastated in the war. Typical American

flag vessels calling in Puget Sound were American Mail Lines' China Mail, 3,841; United Fruit Co.'s Metapan, 4,032; Pope and Talbot's Pathfinder, 4,701; Moormacland, 4,521. In the B.C.-Washington trade worked Hercules of Puget Sound Tug and Barge, Indian, 3,021 and F. E. Lovejoy, 295, of Puget Sound Freight Lines; Alaska Steamship Co.'s Lucidor, 2,147, contacted Juneau, Sitka and other points north. Strath of the Victoria Tug Co. was a typical Canadian tug hauling coal into Puget Sound and Loch Garth of the Royal Mail Line, 5,131, stopped regularly at Vancouver, entering from the Antipodes. Washington ferries carried passengers in and out of nine ports in 1950, the year before the state purchased the Puget Sound Navigation Company's facilities and equipment. Seattle received 3.3 million passengers, Tacoma 886,338; Anacortes, 227,810.

The B.C.-Pacific Coast trade picked up in 1950, compared to other areas. In that year, nearly all of B.C.'s imports came from the Pacific Coast of the U.S. with one-third of her exports going to the U.K., one-third to the U.S. In value of exports, 78.8% went to the U.S. and 56.7% of B.C.'s import value came from the U.S. Vancouver exported \$200 million of B.C.'s \$452 million. B.C. ranked third (7.8 million) behind Quebec (15 million) and Ontario (25 million) in cargo tonnage, but B.C. ranked first in registered net tonnage and number of vessels. In cargo tonnage, 81% of B.C. trade was with the U.S., 90% of B.C.'s imports came from the U.S. B.C. registered 15,463 tugs in 1950, along with 3,334 fishing boats. Of vessels in foreign trade, 3,572 were of U.S. registry at 4.65 million registered net tons and 1,282,100 cargo tons. There were 4,348 vessels of British-Canadian registry at 3.8 million RNT and 795,131 tons of cargo and 568 ships from the U.K. Although not as numerous, American flag vessels carried more into B.C. than any other nation. Five thousand two hundred eighty of 9,160 ship arrivals in B.C. came from American

Pacific ports. Japan, still recovering from World War II, did not have a large trade with the Pacific Northwest at that time. Vancouver ranked as the largest port in Canada in 1950, Montreal second, Victoria third, Halifax fourth and Quebec fifth. In 1950, only 8% of Washington's trade was foreign, 28% coastal and 63% local, an indication of the offshore and coastal shipping malaise, and of the oft-neglected importance of local waterborne commerce.¹⁵

B.C.'s railroads shipped and received about 4.3 million tons to and from foreign points in 1950, about the same as the provincial waterborne tonnage with the Pacific Coast. It is not possible to ascertain how much of the rail tonnage ended up on ships or how much moved through Washington to Oregon and California; it may be concluded that B.C. and Washington enjoyed a land trade in addition to a waterborne trade. To U.S. Pacific ports, B.C. exported lumber, newsprint, logs, chips, limestone. From them B.C. imported crude petroleum, gas, petroleum products, suggesting a larger role for Los Angeles and San Francisco refineries than for Puget Sound. Washington imported petroleum products, chips, limestone, exported forest products, copper and other items.¹⁶

In the 1960's, waterborne commerce entered its most prosperous decade in forty years. Trading with 115 countries, B.C. cargo tonnage increased 82% from 1950 to 1960, 181% from 1960 to 1972. Washington cargo tonnage increased 50% between 1950 and 1960, 30% from 1960 to 1970. Containerization, the advent of Sea-Land Lines service, B.C. trade with communist China after 1955, the emergence of markets in India and the Philippines, the rise of population and industry in many new nations all helped, but Japan's skyrocketing industry, sales of electronic articles and automobiles and purchases of grain, coal and logs did most to cause the trade boom. As of 1960, Quebec recorded 29.8 million tons of foreign cargo, Ontario 27.7 million tons and B.C., 14 million. B.C. listed 1,819

tugs in seaborne tows, 20,723 in coastal. Ten thousand, five hundred sixteen ships entered B.C. from foreign ports. The new P&O liner, Oriana, 42,500 tons, 27.5 knots and 804 feet long, entered Vancouver in January, the newest passenger liner in the world, the largest in the Pacific. The American Mail Lines new, mariner type cargo ship, Washington Mail, broke the 1931 record of Princess of Japan, speeding from Yokohama to Race Rocks, Victoria in 7 days, 19 hours, 54 minutes, an average of 22.75 knots.

Japan nearly caught the U.S. Pacific ports in B.C. trade by 1960, 3.59 million tons of cargo to 3.79 million tons. The Pacific Coast trade with B.C. sans Alaska and Hawaii amounted to 3.4 million tons. B.C. exported 2.165 million tons to the U.K., imported 211,114 tons. Most of the B.C. imports were petroleum products of 797,467 tons, 350,751 tons out of that total coming from U.S. Pacific ports. How much of the B.C. waterborne commerce transpired with Washington is impossible to state. It is possible to state that if Japan enjoyed 25% of B.C.'s waterborne cargo tonnage, the U.S. Pacific Coast garnered 24 to 26%, excluding or including Hawaii and Alaska. Twenty-three percent of Washington's waterborne trade was foreign, 24% coastal and 51% local. In total commerce, land and sea, 41% of B.C.'s trade in value was with the U.S., the U.K. ranked second, Japan third. Of B.C. cargo tonnage in 1960, 20,959,151 was coastal, 14,372,951 foreign, indicating that coastal arrivals and tonnage still exceeded foreign. In 1959, Japan's leading customers were the U.S., followed in order by Southeast Asia, West Europe and the U.K., Canada. In 1969, the rankings remained the same.¹⁷

In 1969, these shipping companies were prominent among the sixty deepwater lines serving Vancouver: Blue Star, Royal Mail, Kawasaki Kisen Kaisha, Bakke, Canadian National,

Canadian Pacific, N.Y.K., Hamburg-American, Hanseatic Vaasa, Mitsui, North German Lloyd. In Seattle, more than fifty steamship lines connected to world ports. Among them were Alaska Steamship Co., American Mail, American President, Calmar, General Olsen, Grace, Holland-America, d'amico Mediterranean-Pacific, Yamashita Shinnihon, Showa, Maritime Company of the Philippines, Matson, Barber, P & O, Sea-Land, States Lines.¹⁸

By the 1970's, about 50% of the B.C. gross provincial product came from foreign trade, as did about 20% of Washington's gross state product. The addition of local waterborne traffic would raise the percentage to at least 60% and 33%, respectively. In 1972, the B.C. gross provincial product equalled \$11.9 billion. The value of foreign trade was \$5 billion, with local waterborne trade unknown, but an additional factor. In 1972, the Washington gross state product was \$19 billion, with foreign trade at \$4.4 billion and local trade an unknown added factor. The state and province continued to be each other's greatest trading partner, with Japan second for each. In 1970, railroads carried seven million tons between B.C. and Puget Sound, more than double the 3.4 million tons of waterborne commerce between the two neighbors, although some of the rail tonnage did move to ships. However, in purely waterborne commerce, Japan was first for both B.C. and Washington.

B.C.'s main exports were wheat, crude petroleum, newsprint, wood pulp, lumber, natural gas. B.C.'s main imports were cars, planes, alumina, spare parts for vehicles. Washington's main exports were airplanes, forest products, agricultural products, her main imports were petroleum, copper ore, wood chips, sand and gravel, cement.

The increase in foreign trade came close to superseding local traffic in Washington and did so in British Columbia. This trend would continue because B.C. and Washington traded

with most of the countries of the world and the Pacific rim trade was growing more than ever. Americans have predicted a boom in the China trade off and on since 1784; it never has occurred and might never occur, but there are other purchasing, borrowing states in East Asia to swell the commerce. Some 180,117 commercial vessels arrived at Washington ports in local, coastal and foreign trade in 1970 and 4.7 million ferry passengers passed the ticket booths at state docks.¹⁹

In 1972, Japan outstripped the Pacific U.S. as B.C.'s greatest waterborne trade partner. The port of Vancouver divided its trade as follows: 30% with Japan, 17% with mainland China, 7% with Washington and 4% with the U.K. in waterborne goods. If transactions via air, truck and plane were included, the B.C.-Washington trade would equal 53% of B.C.'s total trade, Japan 29%. In 1970, B.C.'s trade with Japan in cargo was around 12 million tons, with the Pacific U.S., about 4.3 million tons, plus 200,000 with Alaska and 100,000 with Hawaii. B.C.-U.K. trade amounted to about one and a half million cargo tons. B.C. exported to the Pacific Coast 205,000 tons of logs, 608,000 tons of pulpwood, 1.4 million tons of limestone, 543,000 tons of paper. B.C. imported 1.1 million tons from the Pacific Coast states, including 314,000 tons of sand and gravel and 508,901 tons of fuel oils. Oil refineries appeared at Anacortes and Cherry Point (Whatcom county) in the 1950's and 1960's, importing crude oil and shipping products coastwise.²⁰

In 1970, on water and land, the province exported to the U.S. forest products, coal and natural gas, imported transportation and communication equipment, machinery. To Japan, B.C. exported wheat, metal ore, forest products, and bought from Japan cars, radios, television sets. To the U.K., B.C. exported mainly forest products and imported

machinery, transport and communication equipment. B.C. exported forest products to South America, imported foodstuffs. Australia sent bauxite, Mexico, salt. In 1970, B.C. still recorded more cargo tonnage in coastal than in foreign trade, 36 million to 30 million tons. By 1972, foreign trade cargo tons exceeded coastal. B.C. total waterborne commerce in cargo tons, coastal and foreign, surpassed Washington's for the first time in 1970.

The growing importance of foreign trade in Washington appeared in the altered comparisons with coastal and local cargo tonnage. In 1970, 40% of the Evergreen state's trade was foreign, 13% coastal and 40% local. Washington imported wood chips, fuel oil, copper ore, limestone, alumina, exported logs, copper, sand and gravel, fish, wood chemicals, wheat and other grains. Hundreds of other items moved in and out of Washington's ports, but these specified headed the list in volume and value. As of 1969, 40% of Washington's total trade went to and from B.C., 17% with Japan, figures that include land as well as waterborne items.

The tugboat population of Washington and British Columbia was the largest in the world. The 140 foot Haida Brave, Kingcome Navigation Co., towed barges of forest products from Port Alberni and Powell River to Long Beach, California. Henry and Arthur Foss, 5,000 horsepower each, were the most powerful tugs in the U.S. Vancouver became the largest port on the Pacific Coast by 1970, Los Angeles was second, Seattle third, Portland fourth. Aside from the metropolitan, variegated ports such as Vancouver, New Westminster, Seattle and Tacoma, most of B.C.'s ports exported forest products and minerals. Washington ports exhibited single exports also, at Olympia, Grays Harbor, Port Angeles, but several other outports continued to survive with a more balanced cargo manifest: Bellingham, Everett, Anacortes.

Waterborne trade for the Pacific Northwest will grow in the next several decades, mainly because of the Asiatic and Alaskan markets. Foreign trade will increase two and one half times by the year 2000, while local trade will rise about one percent a year. Coastal trade will improve about 60% as a result of developments in Alaska, Hawaii and Washington. Between 1968 and 1973, the Pacific Northwest share in U.S. foreign commerce rose from 7.4 to 9.3% and from 50 to 58% of the Pacific coast exports and imports. During 1968-1973, U.S. foreign trade grew 28.5%, the Pacific coast trade, 39.6% and the Pacific Northwest trade, 62.6%. Pacific Northwest exchanges with Asia leaped 77%. As of 1974, total foreign trade of Washington soared to \$8.3 billion, compared to \$3.1 billion in 1970. Problems of pollution, resources and energy will induce the importation of more raw material into the United States, better ship efficiency and more sophisticated port facilities. Washington's biggest increases in the next two decades will be in grains, not forest products. Canadian and British Columbian increases in foreign trade have been even more spectacular and the trend will carry on with the difference being that B.C. exports more minerals and fewer manufactures than Washington. In 1974, B.C. total foreign trades sailed to \$9 billion, compared to 3.6 billion in 1970. Consequently, waterborne commerce will continue to be as important to the people of British Columbia and Washington in the future as it was in the past.²¹

Home Port

A few, rough conclusions may keep us afloat in this sea of detail. Nationally, U.S. foreign trade increased fourteen times, Canadian twenty-two times, from 1850 to 1970. By 1972, B.C.'s waterborne cargo trade soared 39 times over that of 1900, while Washington's leaped a surprising 5,800% from

1852 to 1970. During the 120 years under study, the B.C. trade moved from fifth to second place among Canadian provinces and Vancouver emerged as the largest port in Canada and on the Pacific coast. Washington's foreign trade ranked second to San Francisco's on the coast during most of the period. The Pacific Coast generally stood behind the Atlantic and Gulf coasts in volume and value of commerce. The United States and Canada ranked among the top seven world traders in the 20th century. America became Canada's greatest trading partner after 1900 and the reverse came true as well.

Foreign trade occupied a greater part of British Columbia's economy than Washington's and B.C. held a more important place in Canadian trade than Washington did in the United States. Nevertheless, until the 1970's, Washington led B.C. in volume and value of cargo tonnage and in vessel traffic because of its greater population. Both the province and the state exported more than they imported over the years. Surprisingly, B.C. foreign trade generally exceeded Washington's. Also, B.C. exported more to Washington than the state did to the province after 1920, reversing the earlier pattern.

British Columbia and Washington developed an extensive overseas trade with England, Europe, China, Japan, Oceania and Latin America during 120 years. The California market was even more important to B.C. and Washington before 1900 and around 1950. The volume and value of waterborne trade within B.C. and Washington and between the two has been ignored by other authors. From 1852 to 1960, with a few exceptions, local trade was far more voluminous than foreign trade by ratios of five to one and two to one. Not quite as voluminous as local trade, the B.C.-Washington commerce was classified as foreign trade, but for the purposes of this paper, it was treated separately. B.C. and Washington have always been great trading partners and in total land and

water trade, each would rank first on the other's list for most of the 120 years. Prior to 1900, in sheer waterborne commerce, the B.C.-Washington trade ranked a close second to the San Francisco market in value, and exceeded it in volume of vessel traffic. After 1900, Japan became Washington's greatest trading partner, while Washington, California and the United Kingdom purchased most of B.C.'s exports. Japan became the largest waterborne trading partner for both B.C. and Washington by 1970. Because of the population explosion and struggles of emerging nations, foreign trade increased in importance to B.C. and Washington during the 1960's. In the future, foreign trade will probably increase at a greater rate than local or coastal.

The boom years for Pacific Northwest shipping were 1858-1860's, 1890-1893, 1897-1929, 1940-1945, 1960-1970's. Depressed years occurred in the 1870's, 1880's, 1890's, 1930's, 1945-1950's.

One indication of the growth of waterborne commerce in B.C. and Washington is the multiplication and increased size of ports. From a handful in 1850 handling an estimated 20,000 cargo tons to more than 80 commercial ports processing in excess of 100 million tons in 1970, the maritime importance of state and province grew in the trade of their respective nations. Seattle, Tacoma and Grays Harbor led Washington's ports, while Vancouver and New Westminster overcame Victoria's lead after 1900. Vancouver reigns supreme in Western Canada, while Seattle bids strongly as the chief container entrepot between the Orient and the Midwest.

Contrary to U.S. national experience, the American flag dominated the carrying trade of both B.C. and Washington throughout most of the period. While many schooners could be seen among sailing rigs, sloops, barks, ships, barkentines and brigs also abounded. The offshore trade favored sail

until 1900, but adverse currents and fluky winds induced the early use of steam inside Cape Flattery. Beginning with Beaver in 1835, steamers outnumbered sail on the inland sea after 1870. British Columbia and Washington stood near the top of their national ferry traffic and led the world in concentration of tugboats.

British Columbia and Washington did not merely export lumber and import manufactures over the years. Up until 1900, B.C. exported far more coal than lumber or fish. B.C. imported manufactures from England and San Francisco, food-stuffs, tools and leather goods from Puget Sound. Washington imported coal and woolens from B.C. and they exchanged liquor, fish and lumber. San Francisco and England also sent manufactures into Puget Sound prior to 1900. Washington exported far more lumber than B.C. until 1936, when the reversal came. Both areas jumped in population after 1900 and trade diversified. B.C. began to export newsprint, grain, flour and lumber, and imported petroleum as the coal trade died. After World War II, Pacific Canada increasingly exported forest products, minerals, grains and coal exports revived. B.C. imported vehicles, machinery and equipment from abroad. Washington exported forest products, fruit, vegetables, dairy produce and fish throughout its history; by 1970, the export leader was Boeing aircraft. Washington imported petroleum, silk, copper ore, jute, coffee, tobacco, limestone, sand and gravel over the years.

The waters of British Columbia and Washington provided the first means of commercial transportation for the people settling there. Despite the inroads of train, truck and airplane, marine entrepreneurs above and below Haro Strait adapted to technological and economic changes. Waterborne commerce will continue to flourish in the Pacific Northwest because it is feasible and profitable.

GROUND TACKLE

1. Value of U.S. exports and imports (bullion and merchandise)²²

| | <u>Exports</u> | <u>Imports</u> |
|------|----------------|----------------|
| 1850 | \$ 152,000,000 | \$ 178,000,000 |
| 1860 | 400,000,000 | 362,000,000 |
| 1870 | 451,000,000 | 462,000,000 |
| 1880 | 853,000,000 | 761,000,000 |
| 1890 | 910,000,000 | 823,000,000 |
| 1900 | 1,499,000,000 | 930,000,000 |
| 1910 | 1,919,000,000 | 1,646,000,000 |
| 1920 | 8,664,000,000 | 5,784,000,000 |
| 1930 | 4,013,000,000 | 3,500,000,000 |
| 1940 | 4,030,000,000 | 7,433,000,000 |
| 1950 | 10,876,000,000 | 9,125,000,000 |
| 1960 | 20,578,000,000 | 14,654,000,000 |
| 1970 | 25,000,000,000 | 22,000,000,000 |

2. Value of Canadian exports and imports²³

| | | |
|------|----------------|----------------|
| 1870 | 58,000,000 | 67,000,000 |
| 1880 | 72,000,000 | 69,000,000 |
| 1890 | 85,000,000 | 112,000,000 |
| 1900 | 192,000,000 | 172,000,000 |
| 1910 | 279,000,000 | 370,000,000 |
| 1920 | 1,300,000,000 | 1,300,000,000 |
| 1930 | 833,000,000 | 1,000,000,000 |
| 1940 | 1,100,000,000 | 1,000,000,000 |
| 1950 | 3,000,000,000 | 3,000,000,000 |
| 1960 | 5,400,000,000 | 5,500,000,000 |
| 1970 | 16,800,000,000 | 13,900,000,000 |

3. U.S. trade with Canada²⁴

| | Exports to U.S. | Imports from U.S. |
|------|-----------------|-------------------|
| 1850 | \$ 7,000,000 | \$ 9,000,000 |
| 1860 | 25,000,000 | 24,000,000 |
| 1870 | 30,000,000 | 22,000,000 |
| 1880 | 32,000,000 | 28,000,000 |
| 1890 | 38,000,000 | 51,000,000 |
| 1900 | 60,000,000 | 102,000,000 |
| 1910 | 108,000,000 | 262,000,000 |
| 1920 | 581,000,000 | 921,000,000 |
| 1930 | 390,000,000 | 654,000,000 |
| 1940 | 452,000,000 | 744,000,000 |
| 1950 | 2,050,000,000 | 2,130,000,000 |
| 1960 | 3,036,000,000 | 3,687,000,000 |
| 1970 | 10,579,000,000 | 9,917,000,000 |

4. Value, exports and imports, by Customs District Coasts²⁵

(millions dollars)

| | <u>Atlantic</u> | | <u>Gulf</u> | | <u>Mexico</u> | | <u>Pacific</u> | | <u>North</u> | |
|------|-----------------|-------------|-------------|-------------|---------------|-------------|----------------|-------------|--------------|-------------|
| | <u>Exp.</u> | <u>Imp.</u> | <u>Exp.</u> | <u>Imp.</u> | <u>Exp.</u> | <u>Imp.</u> | <u>Exp.</u> | <u>Imp.</u> | <u>Exp.</u> | <u>Imp.</u> |
| 1860 | 160 | 305 | 154 | 22 | 1 | 1 | 5 | 7 | 14 | 19 |
| 1870 | 293 | 371 | 146 | 17 | 2 | 1 | 15 | 16 | 15 | 32 |
| 1880 | 651 | 590 | 118 | 13 | 4 | 2 | 39 | 36 | 24 | 28 |
| 1890 | 629 | 654 | 141 | 18 | 6 | 9 | 45 | 51 | 37 | 50 |
| 1900 | 964 | 693 | 234 | 24 | 22 | 5 | 70 | 59 | 104 | 60 |
| 1910 | 1,018 | 1,227 | 339 | 69 | 29 | 23 | 73 | 89 | 225 | 129 |
| 1920 | 4,905 | 3,802 | 1,683 | 340 | 87 | 38 | 511 | 391 | 1,044 | 666 |
| 1930 | 1,801 | 2,041 | 822 | 198 | 102 | 26 | 449 | 343 | 648 | 427 |
| 1940 | 2,374 | 1,738 | 522 | 163 | 51 | 13 | 363 | 252 | 694 | 346 |
| 1951 | 6,105 | 6,525 | 2,799 | 1,219 | 544 | 109 | 1,271 | 903 | 2,397 | 1,953 |
| 1960 | 7,594 | 8,249 | 4,084 | 1,559 | 595 | 194 | 2,472 | 1,799 | | |
| 1970 | 11,000 | 15,000 | 6,800 | 2,800 | | | 4,000 | 2,300 | 1,000 | 1,000 |

5. Puget Sound Foreign, B.C. and Coastal Trade²⁶

| | Total Vessels For. Trade Entered | From B.C. | Coastwise | % For. Trade B.C. | % Coastal of Coast & For. | % For. |
|------|--|--------------|-----------|-------------------------|---------------------------------|-----------|
| 1852 | 14 | 14 | 33 | 100 | 70 | 0 |
| 1860 | 603 | 603 | 39 | 100 | 6 | 0 |
| 1870 | 164 | 145 | 91 | 88 | 36 | 8 |
| 1880 | 303 | 242 | 86 | 79.8 | 22 | 16 |
| 1890 | 1,237 | 1,055 | 256 | 85 | 17 | 13 |
| 1900 | 1,953 | 1,559 | 721 | 79.8 | 27 | 15 |
| 1910 | 2,677 | 2,530 | 1,114 | 94 | 29 | 4 |
| 1921 | 3,550 | 2,754 | 1,823 | 77 | 34 | 15 |
| 1930 | 3,011 | 2,084 | 3,191 | 69 | 52 | 14 |
| 1940 | 2,583 | 1,360 | 1,079 | 52.6 | 29 | 34 |
| 1950 | 1,769 | 859 | 202 | 48 | 10 | 46 |
| | | | | 79% | 32.7% | 21% |

Total Foreign & Coastal:

| | | | |
|------|-------|------|-------|
| 1852 | 47 | 1910 | 3,791 |
| 1860 | 649 | 1920 | 5,373 |
| 1870 | 255 | 1930 | 6,102 |
| 1880 | 389 | 1940 | 3,662 |
| 1890 | 1,493 | 1950 | 1,971 |
| 1900 | 2,674 | | |

6. Value of B.C. Exports and Imports²⁷

(land and water - total)

| | <u>Exports</u> | | <u>Imports</u> |
|------|----------------|----|----------------|
| 1872 | \$ 1,912,107 | \$ | 1,767,068 |
| 1880 | 2,643,570 | | 1,730,616 |
| 1890 | 5,763,467 | | 4,307,486 |
| 1900 | 17,851,812 | | 10,332,819 |
| 1910 | 25,068,411 | | 27,378,242 |
| 1920 | 97,905,313 | | 67,108,323 |
| 1930 | 178,551,135 | | 98,271,217 |
| 1940 | 127,000,000 | | 69,000,000 |
| 1950 | 452,000,000 | | 262,000,000 |
| 1960 | 958,900,000 | | 440,321,000 |
| 1970 | 2,566,365,000 | | 1,115,804,000 |

7. B.C. Waterborne Foreign Trade (short tons)²⁸

| | | | |
|------|-----------|------|------------|
| 1843 | 5,000 | 1920 | 2,663,126 |
| 1853 | 8,000 | 1930 | 6,286,228 |
| 1858 | 360,000 | 1940 | 6,995,226 |
| 1870 | 100,000 | 1950 | 7,909,505 |
| 1880 | 200,000 | 1960 | 14,372,951 |
| 1890 | 500,000 | 1970 | 30,379,626 |
| 1900 | 1,000,000 | 1972 | 40,410,846 |
| 1911 | 1,487,024 | | |

8. Washington Waterborne Trade (short tons)²⁹

| | | | | | |
|------|-----------|------|------------|------|------------|
| 1852 | 10,000 | 1900 | 2,622,918 | 1940 | 27,613,301 |
| 1860 | 300,000 | 1910 | 6,307,900 | 1950 | 29,688,240 |
| 1870 | 150,000 | 1920 | 13,526,862 | 1960 | 44,932,297 |
| 1880 | 200,000 | 1930 | 25,253,413 | 1970 | 58,433,509 |
| 1890 | 1,500,000 | | | | |

9. Value of Washington Exports and Imports³⁰

| | <u>Exports</u> | <u>Imports</u> |
|------|----------------|----------------|
| 1852 | | |
| 1860 | | |
| 1870 | \$ 427,604 | \$ 34,787 |
| 1880 | 361,449 | 17,515 |
| 1890 | 3,325,145 | 305,289 |
| 1900 | 17,903,107 | 7,148,563 |
| 1909 | 25,788,775 | 26,959,891 |
| 1920 | 192,879,940 | 134,078,541 |
| 1931 | 67,269,000 | 55,344,000 |
| 1940 | 87,119,000 | 41,949,000 |
| 1950 | 162,685,000 | 128,048,000 |
| 1960 | 664,601,000 | 399,547,000 |
| 1970 | 1,900,000,000 | 1,300,000,000 |

10. Countries from which Vessels Entered Washington in Foreign Trade³¹

| | Total | U.S. Vessels in Foreign Trade | Foreign Vessels | All Vessels from B.C. | Japan | Br. Isles | France | Germany | Italy | Netherlands | Norway | Sweden | China | P. I. | Hong Kong | Australia | Malaya | Russia | Mexico | Brazil | Peru | Ecuador | Chile | Colombia | Panama | Guatemala | Argentina | Hawaii | Costa Rica | Salvador | N.E. Indies | W. Indies | Fr. Oceana | Samoa | Korea | |
|------|-------|-------------------------------|-----------------|-----------------------|-------|-----------|--------|---------|-------|-------------|--------|--------|-------|-------|-----------|-----------|--------|--------|--------|--------|------|---------|-------|----------|--------|-----------|-----------|--------|------------|----------|-------------|-----------|------------|-------|-------|--|
| 1852 | 14 | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1860 | 628 | | | 603 | | 15 | | | | | | | | | | | | | | | | | | | | | | 5 | | | | | | | | |
| 1870 | 255 | 121 | 43 | 145 | 2 | 10 | | 1 | 1 | | | | 2 | | | | | 1 | 2 | | 3 | | 2 | | | 1 | 8 | | 3 | | | | | | | |
| 1880 | 287 | 202 | 85 | 239 | | 12 | | | | | | | 1 | | | 2 | | 1 | 4 | | | 1 | | | | 1 | 41 | | | | | | 2 | 1 | | |
| 1890 | 1,022 | 946 | 76 | 922 | 20 | 17 | | 1 | | 1 | 7 | 2 | 9 | 1 | 1 | 9 | | 1 | 6 | 1 | 5 | 1 | 13 | | | | 27 | | 1 | | | | 1 | 2 | | |
| 1900 | 1,829 | 1,300 | 529 | 1,486 | 19 | 6 | 1 | 11 | 3 | 1 | 6 | | 34 | 16 | 12 | 2 | | 7 | 27 | | 2 | 2 | 9 | 1 | | 1 | 162 | | | | | | 2 | | | |
| 1909 | 2,685 | 1,239 | 1,346 | 1,493 | 66 | 1 | | | | | | | 1 | 2 | 1 | 4 | | | 56 | 1 | 40 | 1 | 14 | 2 | 2 | | | | | | 1 | | | | | |
| 1920 | 4,738 | 2,516 | 2,222 | 4,529 | 154 | 3 | | | | 1 | | | 11 | 3 | 2 | 4 | 1 | 3 | 5 | 3 | | | 5 | | | 1 | | | | | | | | | | |
| 1931 | 5,083 | 2,710 | 2,373 | 4,828 | 173 | 39 | 1 | 5 | | 7 | | 1 | 11 | 3 | | | 1 | | 2 | | | 1 | | 1 | 1 | 1 | | | | | | 3 | 1 | | | |
| 1940 | 3,192 | 1,071 | 2,121 | 3,016 | 86 | 37 | 5 | | 1 | 1 | 5 | 3 | 14 | 14 | 9 | 4 | 7 | 7 | 5 | 1 | 1 | | | | 17 | 2 | 19 | | 2 | | | | | | | |
| 1950 | 1,769 | 1,051 | 718 | 859 | 3 | 27 | 12 | 2 | 9 | 29 | 69 | 32 | | 20 | 1 | 1 | 1 | | | | | | | | 7 | | 4 | | | | | | | | 10 | |

Column 4 3 2 1

| | | | | | |
|----------|-----|------|-----------|---|----------------------|
| Canada | 433 | 1950 | Iran | 1 | 1950 |
| Denmark | 7 | 1950 | Nicaragua | 1 | 1940 |
| Greece | 3 | 1950 | Venezuela | 1 | 1890, 1 1920 |
| Honduras | 4 | 1950 | Spain | 7 | 1920, 1 1940 |
| Bahrein | 1 | 1940 | Denmark | 1 | 1920, 2 1931 |
| Okinawa | 10 | 1950 | Belgium | 5 | 1900, 6 1931, 1 1950 |
| Formosa | 2 | 1950 | | | |

11. B.C. Cargo Tonnage, by Port, Foreign Trade, (short tons)³²

| | 1911 | 1919 | 1929 | 1934 | 1945 | 1962 | 1972 |
|----------------|---------|---------|---------|---------|---------|-----------|-----------|
| Alert Bay | | 9,616 | 8,046 | | | | |
| Blubber Bay | | | | | | | 437,000 |
| Brit. Bch. | | 101,069 | 201,063 | 96,782 | 41,246 | 173,544 | 57,238 |
| Campbell River | | | | | | 348,763 | 793,829 |
| Chemainus | 47,845 | 29,535 | 275,553 | 359,529 | 90,296 | 221,821 | 365,744 |
| Cowichan B. | | | | | | | 73,915 |
| Crofton | | | | | | 171,233 | 919,541 |
| Esquimalt | | | | | | | 1,400 |
| Gold River | | | | | | | 311,575 |
| Kitimat | | | | | | 452,511 | 784,537 |
| Ladysmith | 103,288 | 75,106 | 50,188 | | | 8,370 | 105,822 |
| Marble B. | | | | | | | 610,769 |
| Namu | | | | | | | 654 |
| Nanaimo | 382,869 | 252,847 | 128,700 | 48,387 | 115,010 | 467,499 | 1,207,362 |
| New West. | 56,614 | 12,278 | 332,292 | 744,735 | 616,656 | 1,107,675 | 1,079,868 |
| Pt. Alberni | | 2,751 | 270,395 | 272,488 | 356,880 | 937,105 | 964,904 |
| Pt. Mellon | | | | | | 37,988 | 48,780 |
| Pt. McNeill | | | | | | 21,334 | 16,012 |
| Powell River | | 58,447 | 101,362 | 136,169 | 74,276 | 344,286 | 410,837 |
| Prince Rupert | 33,538 | 51,192 | 163,698 | 17,633 | 222,930 | 633,624 | 1,134,624 |
| Quatsino | | | 49,315 | 32,174 | 17,230 | 280,924 | 298,161 |
| Roberts Bank | | | | | | | 8,250,475 |
| Sooke | | | | | | | 8,536 |
| Squamish | | | | | | 550 | 85,557 |

11. (continued)

| | 1911 | 1919 | 1929 | 1934 | 1945 | 1962 | 1972 |
|-------------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| Tasu | | | | | | | 664,701 |
| Tahsis | | | | | | | 243,125 |
| Texada | | | 23,845 | 14,726 | 49,821 | 928,287 | 437,125 |
| Vananda | | | | | | | 284,350 |
| Vancouver | 623,023 | 1,466,508 | 5,849,261 | 3,809,977 | 2,956,805 | 8,364,580 | 19,026,569 |
| Victoria | 77,026 | 137,627 | 214,374 | 238,776 | 250,887 | 1,067,595 | 1,696,568 |
| Union Bay | 142,699 | 186,764 | 52,977 | 31,351 | 15,800 | | |
| White Rock | 6,322 | | | | | | |
| Kildonan | | | 29,112 | 4,278 | | | |
| Stickeen | 525 | | | | | | |
| Pt. Simpson | 73 | | | | | | |
| Sidney | 8,202 | 15,938 | 22,902 | 15,352 | 1,692 | 5,720 | |
| Bamfield | | | | | 1,852 | 1,500 | |
| Ocean Falls | | 97,815 | 82,993 | 56,137 | 18,488 | 134,271 | 35,544 |
| Anyox | | | 119,258 | 1,447 | | | |
| Stewart | | | 5,211 | 23,898 | 4,867 | 235 | |
| Bamberton | | | | | | 8,050 | |
| Beaver Cove | | | | | | 258,859 | |
| Port Moody | | | | | | 292,086 | |
| Courtenay | | | | | | 1,354 | |
| Comox | | | | | | | |
| Englewood | | | 98,132 | 42,317 | | | |
| TOTAL | 1,482,024 | 2,510,279 | 8,079,240 | 5,946,658 | 4,834,907 | 16,636,230 | 40,410,846 |

12. B.C. - Number of Vessels arrived in foreign trade, by port³³

| | 1853 | 1879 | 1889 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 |
|----------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| Alert Bay | | | | 25 | 147 | 90 | 180 | 7 | | |
| Andys Bay | | | | | | | | | 6 | |
| Bamberton | | | | | | | | | 15 | 4 |
| Bamfield | | | | | 89 | 131 | 167 | 26 | 4 | |
| Blubber Bay | | | | | | 27 | 95 | 230 | 242 | 41 |
| Butedale | | | | | 266 | 87 | | | 423 | |
| Campbell River | | | | | | | | | 58 | 29 |
| Chemainus | | | 73 | 16 | 33 | 241 | 475 | 160 | 167 | 103 |
| Courtenay | | | | | | | | | 2 | 2 |
| Crofton | | | | | | | | | 193 | 233 |
| Duncan | | | | | | | | | 41 | |
| Harmac | | | | | | | | | 4 | |
| Kitimat | | | | | | | | | 71 | 33 |
| Ladysmith | | | | 289 | 165 | 99 | | | | 14 |
| Marpole | | | | | | | | | 14 | 2 |
| Nanaimo | 1 | | 271 | 338 | 1,073 | 141 | 670 | 570 | 466 | 274 |
| New West. | 2 | | 67 | 54 | 15 | 395 | 547 | 597 | 763 | 411 |
| Ocean Falls | | | | | 138 | 65 | 51 | 44 | 53 | 37 |
| Pt. Alberni | | | | | 7 | 29 | 352 | 77 | 248 | 229 |
| Pt. McNeill | | | | | | | | | 24 | 11 |
| Pt. Mellon | | | | | | | 5 | | 23 | 27 |
| Powell River | | | | | 127 | 205 | 177 | 220 | 212 | 258 |
| P. Rupert | | | | 260 | 2,114 | 2,326 | 2,393 | 1,272 | 783 | 515 |
| Quatsino | | | | | 6 | 103 | 30 | 31 | 87 | 47 |
| Sidney | | | | 48 | 82 | 320 | 966 | | 833 | |
| Squamish | | | | | | | | | 27 | 46 |
| Steveston | | | | 5 | | | 12 | | 10 | |
| Stickeen | | | 40 | 25 | | | 43 | 25 | 9 | |
| Texada | | | | | | | | | 25 | 10 |
| Vananda | | | | | | | | | 2 | 57 |
| Vancouver | | | 530 | 1,327 | 1,327 | 2,443 | 2,989 | 2,737 | 3,379 | 2,636 |

12. (continued)

| | 1853 | 1879 | 1889 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 |
|--------------|------|------|-------|-------|-------|-------|--------|-------|--------|-------|
| Cowichan B. | | | | | | | | | | 7 |
| Gold R. | | | | | | | | | | 47 |
| TOTAL | 39 | 514 | 2,153 | 3,935 | 7,789 | 9,452 | 15,042 | 9,154 | 10,516 | 8,914 |

13. Comparison of B.C. foreign and coastal trade.³⁴

(By number of vessels and registered net tonnage, arrived.)

| | Foreign | | Coastal | |
|------|---------|------------|---------|------------|
| | Number | RNT | Number | RNT |
| 1853 | 24 | | 12 | |
| 1879 | 514 | | 740 | |
| 1889 | 2,153 | | 5,650 | |
| 1910 | 3,735 | | 26,412 | |
| 1920 | 7,789 | | 27,787 | |
| 1930 | 9,823 | 13,776,895 | 34,491 | 17,043,026 |
| 1940 | 15,042 | 15,900,000 | 37,799 | 12,600,000 |
| 1950 | 9,154 | 12,516,906 | 44,807 | 23,607,312 |
| 1960 | 10,516 | 25,000,000 | 53,618 | 32,808,166 |
| 1972 | 8,927 | 35,531,655 | 29,592 | 21,373,062 |

14. Flags of vessels arriving at B.C. ports³⁵

| | 1853 | 1879 | 1889 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 |
|-------------|------|------|-------|-------|-------|-------|------|-------|-------|-------|
| British | 29 | 184 | 519 | 2,265 | 3,194 | 4,683 | N | 568 | 269 | 253 |
| U.S. | 3 | 310 | 2,040 | 1,495 | 4,563 | 4,064 | O | 3,572 | 3,782 | 5,716 |
| Japan | | | | 76 | 129 | 325 | | | 416 | 427 |
| Norway | | 3 | 15 | 49 | 1 | 162 | D | 294 | 667 | 691 |
| Neth. | | | | | 8 | 51 | A | 50 | 114 | 67 |
| Sweden | | 3 | 15 | | 4 | 34 | T | 85 | 196 | 204 |
| Denmark | | | | | | 42 | A | 33 | 83 | 86 |
| Belgium | | | | | | 27 | | | 1 | 4 |
| Liberia | | | | | | | | | 551 | 506 |
| France | | 1 | | 5 | | 24 | | 19 | 38 | 38 |
| Germany | 2 | 1 | 3 | 22 | | 47 | | | 243 | 178 |
| Lebanon | | | | | | | | | 24 | |
| Italy | | | | | | | | 66 | 91 | 85 |
| Fiji | | | | | | | | 16 | 6 | |
| Peru | 2 | | | | | | | 10 | 6 | |
| Greece | | | | | | | | 149 | 412 | 274 |
| Hawaii | | 1 | | | | | | | | |
| Panama | | | | | | | | 159 | 118 | 71 |
| Chile | | 1 | | 4 | | | | | 2 | |
| China | | | | | | | | 1 | | 5 |
| Bolivia | | 1 | | | | | | | | |
| Canada | | | | | | | | 4,348 | 3,533 | 3,103 |
| Australia | | | | 7 | | | | | | |
| S. Africa | | | | | | | | 4 | | |
| Russia | | | | 1 | | | | | | 171 |
| Alaska | | | | 1 | | | | 292 | | |
| Israel | | | | | | | | | 2 | 3 |
| Honduras | | | | | | | | 80 | 33 | |
| Hong Kong | | | | | | | | | 4 | 24 |
| Iran | | | | | | | | 6 | | |
| New Zealand | | | | | | | | 8 | 7 | |

14. (continued)

| | 1853 | 1879 | 1889 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 |
|-----------|------|------|-------|-------|-------|-------|------------------|-------|--------|---------|
| Phil. Is. | | | | | | | | | 9 | 25 |
| India | | | | | | | | 1 | 5 | 75 |
| Finland | | | | | | | | | 15 | 33 |
| Spain | | | | | | | | | 6 | |
| Switz. | | | | | | | | | 12 | |
| Yugo. | | | | | | | N O | | 11 | 18 |
| Malaya | | | | | | | | | 7 | |
| Korea | | | | | | | D A T A | | 8 | 9 |
| Taiwan | | | | | | | | | 27 | 29 |
| Colombia | | | | | | | | | 23 | 12 |
| Ecuador | | | | | | | | | 10 | 6 |
| Bermuda | | | | | | | | | | 37 |
| Venez. | | | | | | | | | 20 | |
| Brazil | | | | | | | | | | 14 |
| Cypress | | | | | | | | | | 10 |
| Kuwait | | | | | | | | | | 4 |
| Somalia | | | | | | | | | | 8 |
| TOTAL | 36 | 505 | 2,592 | 3,925 | 7,898 | 9,459 | | 9,763 | 10,751 | 12,186* |
| % U.S. | 87 | 61 | 79 | 38 | 58 | 43 | | 38 | 30 | 47 |

*It is not known why the figures for 1960 and 1970 differ in Tables 12 and 14, but the former are probably more accurate.

15. Washington cargo tonnage by port (short tons)³⁶

| | <u>1900</u> | | <u>1910</u> |
|---------------------|------------------|----------------------|------------------|
| | <u>Export</u> | <u>Import</u> | <u>Total</u> |
| Willapa Bay | 41,030 | 1,060 | 486,516 |
| Grays Harbor | 252,074 | 7,618 | 671,336 |
| Skagit River | 22,691 | 12,375 | 210,564 |
| Stillaguamish | | | 47,652 |
| Snoqualmie | | | 135,795 |
| Olympia | 30,335 | 5,131 | 31,053 |
| Seattle | 913,936 | 155,608 | 1,400,000 (est.) |
| Tacoma | 753,374 | 75,838 | 1,299,206 |
| Ballard | 30,505 | 50 | 328,152 |
| Hammersley Inlet | | | 194,639 |
| Lake Wash. | 107,684 | (local traffic only) | 187,831 |
| Bellingham Bay | 50,000 | 30,000 | 358,204 |
| Everett | 38,100 | 16,994 | 912,005 |
| Swinomish Slough | 70,616 | 3,900 | 44,947 |
| TOTAL | 2,310,345 | 312,574 | 6,307,900 |

15. (continued)

| | 1920 | | | | | |
|------------------|-------------------|----------------|------------------|---------------------|------------------|------------------|
| | Foreign | | | Domestic | | |
| | Total | Imports | Exports | Coastal Receipts | Shipments | Other Dom. |
| Grays Harbor | 625,437 | | 56,664 | 27,197 | 541,576 | |
| Inner Grays Hbr. | 1,671,922 | | | | | 1,671,822 |
| Willapa Bay | 522,003 | | 4,768 | 800 | 132,313 | 384,122 |
| Pt. Gamble | 136,633 | | 2,990 | 101,402 | 30,530 | 1,711 |
| Olympia | 346,633 | | | | | 346,633 |
| Tacoma | 2,497,050 | 270,326 | 540,175 | 393,974 | 324,842 | 1,175,900 |
| Seattle | 5,226,569 | 597,308 | 813,107 | 1,867,366 | 449,283 | 1,500,522 |
| Everett | 809,468 | 27,211 | 23,191 | 8,795 | 125,624 | 622,647 |
| Anacortes | 138,283 | 3,902 | 6,392 | 10,952 | 2,925 | 114,112 |
| Bellingham | 534,104 | 69,877 | 55,205 | 62,786 | 76,879 | 269,657 |
| Blaine | 67,044 | 12,846 | 900 | 1,350 | 1,490 | 50,458 |
| Pt. Angeles | 148,438 | 5,344 | 30,617 | | 35,264 | 77,213 |
| Hoquiam | 643,250 | | 10,814 | 2,441 | 87,717 | 542,278 |
| Stillaguamish | 80,640 | | 2,065 | | | 78,575 |
| Pt. Townsend | 4,443 | | | | | 4,443 |
| Pt. Ludlow | 92,945 | | 9,502 | | 23,538 | 59,905 |
| TOTAL | 13,544,862 | 986,814 | 1,556,390 | 2,477,063 | 1,831,681 | 6,900,098 |

15. (continued)

| | 1930 | | | | | |
|--------------|-------------------|------------------|------------------|------------------|------------------|------------------|
| | Foreign | | | Domestic | | |
| | Total | Imports | Exports | Receipts | Shipments | Other Dom. |
| Grays Harbor | 1,460,220 | 1,737 | 469,103 | 241,200 | 748,180 | |
| Willapa Bay | 616,738 | | 37,879 | 6,558 | 129,141 | 443,160 |
| Pt. Gamble | 533,266 | | 23,389 | 1,137 | 255,211 | 253,529 |
| Olympia | 1,322,426 | 2,568 | 238,032 | 84,453 | 460,600 | 536,771 |
| Tacoma | 4,959,363 | 430,914 | 656,472 | 1,156,357 | 860,554 | 1,855,066 |
| Seattle | 8,777,644 | 406,677 | 504,961 | 3,784,227 | 1,450,589 | 2,631,190 |
| Everett | 3,595,789 | 145,258 | 158,987 | 316,171 | 771,049 | 2,204,324 |
| Anacortes | 406,154 | 69,307 | 20,544 | 131,244 | 71,369 | 113,690 |
| Bellingham | 1,837,167 | 46,433 | 85,147 | 194,278 | 640,218 | 871,091 |
| Blaine | 153,699 | 128,601 | 1,565 | 19,593 | 3,940 | |
| Pt. Angeles | 602,334 | 174,759 | 885 | 201,578 | 133,216 | 91,896 |
| Pt. Townsend | 564,802 | 36,701 | | 476,441 | 49,296 | 2,364 |
| Pt. Ludlow | 423,811 | | 25,149 | 1,050 | 183,880 | 213,732 |
| TOTAL | 25,253,413 | 1,442,955 | 2,222,115 | 6,214,287 | 5,757,243 | 9,216,813 |

15. (continued)

| | 1940 | | | | | | | | |
|------------------------|------------|-----------|-----------|-----------|-----------|-----------|---------|-----------|-----------|
| | Foreign | | | Coastal | | Domestic | | Local | Intraport |
| | Total | Imports | Exports | Receipts | Shipments | Rec. | Ship. | | |
| Longview | 634,283 | | 107,707 | 68,104 | 458,562 | | | | |
| Vancouver | 867,927 | 332 | 93,004 | 64,381 | 111,261 | 584,139 | | 14,810 | |
| Shelton (Hamm. In.) | 1,301,413 | | | 210,777 | 607,256 | | | 483,380 | |
| Grays Hbr. | 3,194,606 | | 165,433 | 233,775 | 319,192 | 914,705 | | 66,302 | 1,495,199 |
| Willapa B. | 1,064,007 | 304 | 31,364 | 9,064 | 203,744 | | | 819,531 | |
| Neah Bay | 2,345 | | | 1,089 | | | | 1,256 | |
| Pt. Gamble | 728,994 | | 15,041 | 10,761 | 402,963 | | | 300,229 | |
| Olympia | 1,384,543 | 460 | 16,827 | 249,636 | 486,117 | | | 631,503 | |
| Tacoma | 2,957,203 | 346,314 | 493,705 | 907,177 | 751,557 | | | 458,450 | |
| Seattle | 7,761,788 | 300,861 | 485,925 | 3,002,244 | 1,746,569 | | | 1,806,316 | 419,873 |
| Everett | 4,053,875 | 51,308 | 62,969 | 654,224 | 398,494 | 665,300 | 805,927 | 1,415,753 | |
| Anacortes | 544,407 | 106,200 | 23,848 | 259,498 | 90,622 | | | 64,239 | |
| Bellingham | 930,748 | 121,385 | 56,512 | 155,195 | 183,095 | | | 414,501 | |
| Blaine | 17,055 | 16,001 | | 140 | 624 | | | 290 | |
| Pt. Angeles | 1,338,107 | 340,537 | 19,123 | 118,919 | 324,082 | | | 535,446 | |
| Pt. Townsend | 771,605 | 103,034 | 250 | 463,939 | 66,958 | | | 137,434 | |
| Pt. Ludlow | 60,395 | | | 24 | | | | 60,371 | |
| TOTAL | 27,613,301 | 1,386,736 | 1,571,708 | 6,408,937 | 6,151,096 | 2,969,971 | | 7,209,811 | 1,915,072 |

15. (continued)

46

| | 1950 | | | | | | | | |
|--------------|-------------------|------------------|----------------|------------------|------------------|------------------|------------------|----------------|------------------|
| | Foreign | | | Domestic | | | | | |
| | Total | Imports | Exports | Coastal | | Internal | | Intraport | Local |
| | | | Rec. | Ship. | Rec. | Ship. | | | |
| Willapa | 811,864 | 1,215 | 4,533 | 16 | 86,443 | 16,805 | | | 702,852 |
| Grays Hbr. | 2,113,690 | 10 | 36,925 | 227,509 | 209,761 | 638,149 | 19,858 | | 981,478 |
| Hammersley | 639,399 | | | | | 354,925 | 284,390 | | 84 |
| Pt. Gamble | 352,716 | 148 | 4,763 | | 52,623 | 175,552 | 119,630 | | |
| Olympia | 1,366,379 | 2,263 | 9,887 | 14,774 | 130,878 | 333,432 | 666,493 | | 208,692 |
| Tacoma | 5,207,685 | 499,243 | 309,311 | 822,097 | 325,074 | 1,443,714 | 1,002,162 | | 806,084 |
| Seattle | 11,906,751 | 352,362 | 488,076 | 5,295,162 | 732,743 | 2,552,374 | 1,568,798 | 306,430 | 610,806 |
| Anacortes | 651,909 | 43,153 | 447 | 3,871 | 15,053 | 439,406 | 111,187 | | 38,792 |
| Bellingham | 1,207,652 | 274,033 | 15,535 | 31,142 | 24,604 | 437,911 | 358,437 | | 65,990 |
| Pt. Angeles | 1,335,693 | 97,461 | 13,523 | 124,225 | 105,406 | 557,758 | 142,934 | | 294,386 |
| Pt. Townsend | 759,767 | 214,926 | 1,820 | 31,642 | 16,526 | 452,816 | 41,987 | | |
| Everett | 3,230,355 | 109,940 | 13,662 | 172,591 | 33,191 | 1,891,228 | 700,157 | | 309,586 |
| Neah Bay | 104,380 | | 40 | | | 5,407 | 91,474 | | 7,459 |
| TOTAL | 29,688,240 | 1,594,754 | 898,522 | 6,723,029 | 1,732,302 | 9,300,027 | 5,107,507 | 306,430 | 4,026,129 |

15. (continued)

| | 1960 | | | | | | | | |
|--------------|-------------------|------------------|------------------|------------------|------------------|-------------------|------------------|----------------|------------------|
| | Foreign | | | Domestic | | | | | |
| | Total | Imports | Exports | Coastal | | Internal | | Intraport | Local |
| | | | Rec. | Ship. | Rec. | Ship. | | | |
| Willapa | 450,060 | 1,610 | | | 73,478 | | | | 374,702 |
| Grays Hbr. | 1,770,061 | 1,179 | 83,719 | 200,601 | 265,336 | 532,645 | 21,489 | | 665,092 |
| Hoquiam | 642,558 | | | | | | | | |
| Pt. Angeles | 1,984,594 | 197,651 | 50,010 | 205,389 | 21,388 | 457,707 | 340,115 | | 712,274 |
| Pt. Townsend | 771,342 | 201,114 | 6,216 | 31,029 | | 450,749 | 82,234 | | |
| Pt. Gamble | 293,327 | 1,118 | | | 52,786 | 141,567 | 97,856 | | |
| Hammersley | 910,108 | | | | | 16,053 | 363,586 | | 529,609 |
| Olympia | 1,058,462 | 779 | 11,259 | 1,376 | 216,494 | 571,704 | 168,305 | | 88,045 |
| Tacoma | 5,324,244 | 577,091 | 1,202,424 | 676,989 | 254,183 | 1,185,806 | 551,492 | | 875,359 |
| Seattle | 13,391,467 | 974,642 | 1,265,897 | 3,525,307 | 751,278 | 4,340,511 | 1,382,176 | 435,740 | 715,916 |
| Everett | 3,222,402 | 118,924 | 106,082 | 46,848 | 76,304 | 1,616,141 | 904,909 | | 353,194 |
| Anacortes | 7,710,329 | 2,318,234 | 13,686 | 1,201,108 | 2,331,100 | 170,094 | 1,656,175 | | 19,932 |
| Bellingham | 1,708,876 | 678,516 | 84,381 | 26,179 | 62,615 | 264,717 | 325,829 | | 266,639 |
| Vancouver | 2,500,149 | 30,754 | 1,072,506 | 171,035 | 88,524 | 1,010,024 | 126,183 | | 1,123 |
| Longview | 2,947,859 | 131,438 | 1,164,551 | 377,043 | 103,625 | 864,061 | 233,546 | | 73,595 |
| Kalama | 50,748 | | | | | | | | |
| Neah Bay | 245,619 | | | | | | | | |
| TOTAL | 44,982,205 | 5,233,050 | 5,060,731 | 6,462,904 | 4,297,111 | 11,766,779 | 6,253,895 | 435,740 | 4,675,480 |

15. (continued)

84

| | 1970 | | | | | | | |
|--------------|-------------------|------------------|-------------------|------------------|------------------|-------------------|-------------------|------------------|
| | Foreign | | | Domestic | | | | |
| | Total | Imports | Exports | Coastal Rec. | Coastal Ship. | Internal Rec. | Internal Ship. | Local |
| Willapa | 624,586 | 415 | 208,656 | 7,048 | 33,683 | 26,918 | 3,482 | 344,394 |
| Grays Hbr. | 3,574,467 | 4,498 | 2,143,432 | 188,410 | 64,216 | 409,918 | 2,323 | 761,670 |
| Hoquiam R. | 422,369 | | | | | 422,369 | | |
| Pt. Angeles | 2,679,350 | 64,880 | 1,230,732 | 128,078 | 31,950 | 332,973 | 265,401 | 625,336 |
| Pt. Townsend | 1,169,238 | 223,491 | 21,670 | 23,775 | | 641,947 | 258,355 | |
| Pt. Gamble | 319,173 | | | | 58,653 | 105,007 | 155,513 | |
| Hammersley | 1,153,188 | | | | | 128,087 | 369,793 | 655,308 |
| Olympia | 1,844,524 | 378 | 1,033,143 | | | 159,468 | 488,656 | 162,879 |
| Tacoma | 8,602,828 | 2,238,958 | 2,793,891 | 399,087 | 224,917 | 1,664,165 | 564,520 | 767,290 |
| Seattle | 15,247,524 | 2,654,516 | 1,684,913 | 2,174,030 | 875,382 | 5,762,645 | 1,630,480 | 465,558 |
| Everett | 6,749,939 | 641,078 | 1,403,965 | 1,200 | | 2,958,640 | 340,866 | 1,404,190 |
| Anacortes | 4,458,223 | 86,173 | 113,802 | 361,980 | 2,161,328 | 145,977 | 1,588,827 | 136 |
| Bellingham | 1,892,374 | 423,205 | 358,427 | 40,392 | 140,048 | 430,650 | 229,543 | 270,109 |
| Longview | 5,884,032 | 451,992 | 3,116,840 | 674,760 | 197,423 | 1,105,275 | 76,452 | 261,340 |
| Kalama | 1,205,777 | 11,636 | 805,338 | 20,348 | | 261,913 | 106,550 | |
| Vancouver | 2,605,867 | 731,875 | 1,170,469 | 42,861 | | 469,927 | 188,250 | 2,485 |
| TOTAL | 58,433,459 | 7,533,095 | 16,085,278 | 4,061,969 | 3,787,600 | 14,975,879 | 6,269,011 | 5,720,635 |

16. Chief Commodities of B.C. Ports³⁷

| | Out | In | | Out | In |
|-------------|-----------------------------|---------------------------|--------------|-------------------------------|-----------------------|
| Alert Bay | fish | fuel | Ocean Falls | newsprint, logs, pulpwood | fuel oil |
| Andy's Bay | forest prod. | | Pt. Alberni | lbr., newsprint | fuel oil |
| Blubber Bay | limestone | | Pt. McNeill | copper ore | logs |
| Butedale | fish | | Pt. Mellon | pulp, logs | pulpwood, logs |
| Bamberton | cement | gypsum | Powell River | newsprint | fuel oil, logs |
| Bamfield | fish | | P. Rupert | wheat, logs | fish, pulp |
| Campbell R. | pulp, newsprint | fuel oil | Quatsino | copper ore, wood- pulp | fuel oil |
| Chemainus | lumber, logs | logs | Sidney | g.c., ferries, logs | |
| Courtenay | logs, pulpwood, agri. | | Squamish | inorg. chem., lbr. | salt |
| Crofton | lbr., tbr., pulp | fuel oil | Steveston | fish | |
| Duncan | newsprint | | Stickeen | mining ores | petrol |
| Harmac | woodpulp | | Texada | iron ore | |
| Kitimat | aluminum | alumina | Vananda | limestone | |
| Ladysmith | coal, logs | logs | Vancouver | wheat, sulphur, lbr., g.c. | sand, gravel, fuel |
| Marpole | pulpwood, chips | | Victoria | wheat, sulphur, lbr., g.c. | logs |
| Nanaimo | coal, lbr., pulp | pulpwood, fuel | Union Bay | coal | |
| New West. | gen. cargo, waste, fruit | gen. cargo, pulp- wood | | | |

16. (continued)

50

| | Out | In | | Out | In |
|-------------|-------------------------------|-------------|-------------|--------------------|----------------|
| White Rock | pulpwood, chips | | Tofino | fish | fish |
| Ladner | agric. | lbr., fish | Ucluelet | fish, logs | fish |
| Pt. Simpson | fish | lbr., fruit | Winter Hbr. | logs | |
| Anyox | minerals | copper | Masset | fish, lbr, asphalt | fish |
| Comox | coal | | Namu | fish | fish |
| Brit. Bch. | sand, gravel, ore | pulpwood | Pt. Hardy | lumber | |
| Pt. Renfrew | fish | | Tulsequah | gold, lead, zinc | petrol |
| Englewood | forest prod. | | Cowichan B. | logs, lumber | |
| Stewart | gold, silver, copper, zinc | | Esquimalt | waste, scrap, logs | |
| Bull Hbr. | logs | | Gold River | pulp | pulpwood |
| Kildonan | fish | fish | Marble Bay | limestone | |
| Kyuquot | fish | fish | Roberts Bk. | coal | |
| McBride Bay | lumber | | Sooke | pulpwood | logs, fuel oil |
| Nootka | fish | fish | Tahsis | lumber | pulpwood |
| Taku | gold | | Tasu | iron ore | fuel |

17. Chief Commodities of Ports - Washington

| | In | Out |
|--------------|--|-----------------------------------|
| Willapa B. | logs, shellfish | logs |
| Grays Hbr. | logs, fuel oil | logs |
| Hoquiam R. | logs | logs |
| Pt. Angeles | wood chips, pulp, fuel | logs, lumber, wood chips |
| Pt. Townsend | fuel, wood, wood chips | plywood, paper |
| Pt. Gamble | logs | logs |
| Hammersley | logs | logs |
| Olympia | logs | logs |
| Tacoma | fuel oil, salt, copper ore | copper, logs, sand, gravel |
| Seattle | sand and gravel, limestone, lbr., fuel, cement | fish, logs, g.c. |
| Everett | fuel, logs, machinery | logs, chips |
| Anacortes | logs, fuel | logs, fuel |
| Bellingham | chips, logs, fish | wood chem., logs, sand, gravel |
| Longview | chemicals, fuel | wheat, lbr., logs |
| Kalama | chem., fuel | wheat, lbr., logs |
| Vancouver | chem., alumina, fuel | wheat, grains, logs |
| Blaine | fish | fish |
| Neah Bay | fish, logs | fish, logs |

18 Washington ports listed. Many more exist but do not have large trade, e.g., Friday Harbor, Roche Harbor, Oak Harbor.

64 B.C. ports listed. Many others omitted, e.g., Ganges, Pender Harbor.

18. Comparison of Washington categories of trade (short tons)

| | <u>Foreign</u> | <u>Coastal</u> | <u>Internal</u> |
|------|----------------|----------------|-----------------|
| 1920 | 2,543,204 | 4,302,744 | 6,900,098 |
| 1930 | 3,665,070 | 11,971,530 | 9,216,813 |
| 1940 | 2,958,444 | 12,560,033 | 12,094,054 |
| 1950 | 2,493,276 | 8,455,331 | 18,740,093 |
| 1970 | 23,618,373 | 7,849,589 | 26,965,525 |

19. Comparison of Canada trade with U.K. and U.S.³⁸

| | (dollars) | | | |
|------|-------------|----------------------|---------------|----------------------|
| | UK | | US | |
| | Exports | Imports (from UK) | Exports | Imports (from US) |
| 1880 | 46,000,000 | 34,000,000 | 33,000,000 | 29,000,000 |
| 1890 | 48,000,000 | 43,000,000 | 40,000,000 | 52,000,000 |
| 1900 | 107,000,000 | 44,000,000 | 68,000,000 | 110,000,000 |
| 1910 | 149,000,000 | 95,000,000 | 113,000,000 | 223,000,000 |
| 1920 | 343,000,000 | 231,000,000 | 581,000,000 | 921,000,000 |
| 1940 | 508,000,000 | 161,000,000 | 442,000,000 | 714,000,000 |
| 1950 | 472,000,000 | 404,000,000 | 2,000,000,000 | 2,000,000,000 |
| 1960 | 975,000,000 | 588,000,000 | 3,000,000,000 | 3,600,000,000 |

20. Comparison of Pacific Coast Customs Districts³⁹
 (dollar total exports and imports)

| | 1880 | 1900 | 1920 | 1940 | 1960 | 1973 |
|-------------------|------------|------------|-------------|-------------|---------------|---------------|
| Puget Sound Wash. | 374,000 | 25,000,000 | 327,000,000 | 129,000,000 | 1,000,000,000 | 5,500,000,000 |
| San Francisco | 67,000,000 | 88,000,000 | 438,000,000 | 212,000,000 | 1,200,000,000 | 5,300,000,000 |
| Willamette | 1,200,000 | 10,000,000 | | | | |
| San Diego | 164,000 | 3,000,000 | | | | |
| Alaska | 33,000 | 951,000 | | | | |
| Humboldt | | 755,000 | | | | |
| Oregon | 200,000 | 149,000 | 14,000,000 | 35,000,000 | 471,000,000 | 1,900,000,000 |
| Hawaii | | 129,000 | | | | |
| Los Angeles | | 1,000,000 | 37,000,000 | 218,000,000 | 1,200,000,000 | 8,300,000,000 |

21. Comparison of B.C. and other Canadian Customs Districts⁴⁰

| | 1872 (dollars) | | 1890 (dollars) | | 1900 (dollars) | | 1910 (dollars) | |
|-----------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|-------------|
| | Exports | Imports | Exports | Imports | Exports | Imports | Exports | Imports |
| Newf. | | | | | | | | |
| N.S. | 7,000,000 | 1,000,000 | 9,000,000 | 9,000,000 | 12,000,000 | 10,000,000 | 20,000,000 | 16,000,000 |
| P.E.I. | 2,000,000 | | 2,000,000 | | 1,000,000 | | 436,000 | 656,000 |
| New Brun. | 5,000,000 | 9,000,000 | 6,000,000 | 6,000,000 | 14,000,000 | 6,000,000 | 28,000,000 | 11,000,000 |
| Quebec | 41,000,000 | 45,000,000 | 44,000,000 | 45,000,000 | 71,000,000 | 72,000,000 | 124,000,000 | 141,000,000 |
| Ontario | 25,000,000 | 43,000,000 | 28,000,000 | 43,000,000 | 56,000,000 | 70,000,000 | 94,000,000 | 207,000,000 |
| Manitoba | | 1,000,000 | | 2,000,000 | 3,000,000 | 6,000,000 | 3,000,000 | 35,000,000 |
| Sask. | | | | | | | 4,000 | 11,000 |
| Alberta | | | | | | | 3,000 | 9,000 |
| B.C. | 1,900,000 | 1,700,000 | 1,900,000 | 4,000,000 | 17,000,000 | 10,000,000 | 23,000,000 | 39,000,000 |
| Yukon | | | | | | | 221,000 | 1,000 |

21. (continued)

| | 1920 (dollars) | | 1930 (dollars) | | 1940 (dollars) | | 1950 (dollars) | |
|-----------|-------------------|-------------|-------------------|-------------|-------------------|-------------|-------------------|---------------|
| | Exports | Imports | Exports | Imports | Exports | Imports | Exports | Imports |
| Newf. | | | | | | | 90,000,000 | 21,000,000 |
| N.S. | 78,000,000 | 33,000,000 | 62,000,000 | 37,000,000 | 108,000,000 | 30,000,000 | 116,000,000 | 82,000,000 |
| P.E.I. | | 1,000,000 | 2,000,000 | 1,000,000 | 1,000,000 | | 1,000,000 | 1,000,000 |
| New Brun. | 141,000,000 | 34,000,000 | 61,000,000 | 26,000,000 | 136,000,000 | 12,000,000 | 209,000,000 | 77,000,000 |
| Quebec | 587,000,000 | 308,000,000 | 345,000,000 | 330,000,000 | 469,000,000 | 175,000,000 | 937,000,000 | 932,000,000 |
| Ontario | 310,000,000 | 529,000,000 | 463,000,000 | 628,000,000 | 320,000,000 | 325,000,000 | 1,100,000,000 | 1,500,000,000 |
| Manitoba | 34,000,000 | 55,000,000 | 15,000,000 | 54,000,000 | 20,000,000 | 21,000,000 | 82,000,000 | 93,000,000 |
| Sask. | | 16,000,000 | 1,000,000 | 31,000,000 | 5,000,000 | 6,000,000 | 119,000,000 | 59,000,000 |
| Alberta | | 18,000,000 | 3,000,000 | 38,000,000 | | 11,000,000 | 9,000,000 | 95,000,000 |
| B.C. | 97,000,000 | 67,000,000 | 178,000,000 | 98,000,000 | 127,000,000 | 41,000,000 | 451,000,000 | 261,000,000 |
| Yukon | | | | | | | | 2,000,000 |

21. (continued)

| | Vessels 1960 <u>Arrive. & Depart.</u> | 1972 (short tons) <u>Total</u> |
|-----------|---|--------------------------------------|
| Newf. | 4,454 | 3,087,086 |
| N.S. | 8,437 | 20,616,943 |
| P.E.I. | 90 | 108,372 |
| New Brun. | 7,502 | 9,721,136 |
| Quebec | 11,068 | 67,028,778 |
| Ontario | 14,999 | 35,713,037 |
| Manitoba | 102 | 761,042 |
| Sask. | | |
| Alberta | | |
| B.C. | 21,937 | 40,410,846 |
| Yukon | 4 | |

22. Main Washington Trade Partners (dollars)⁴¹

| <u>1870</u> | <u>Exports</u> | <u>Imports</u> | <u>1900</u> | <u>Exports</u> | <u>Imports</u> |
|-------------|----------------|----------------|-------------|----------------|----------------|
| B.C. | 200,000 | 24,000 | B.C. | 2,912,487 | 1,718,212 |
| Britain | 29,770 | | Japan | 6,057,956 | 3,914,657 |
| Australia | 46,000 | | U.K. | 1,950,868 | 80,894 |
| Chile | 61,000 | | Hong Kong | 1,554,348 | 52,388 |
| Hong Kong | 39,000 | 2,000 | Hawaii | 11,881 | 1,323,006 |
| Peru | 17,900 | | P. I. | 144 | 1,055,828 |
| <u>1889</u> | | | Belgium | 108,207 | 66,802 |
| B.C. | 668,985 | 122,363 | Germany | 40,566 | 107,542 |
| Britain | 665,978 | 112,000 | Mexico | 87,244 | 7,019 |
| Chile | 252,124 | | | | |
| China | 48,000 | 22,870 | | | |
| Mexico | 40,730 | 1,605 | | | |

22. (continued)

| <u>1909</u> | <u>Exports</u> | <u>Imports</u> | <u>1931</u> | <u>Exports</u> | <u>Imports</u> |
|---------------------------|----------------|----------------|-------------|----------------|----------------|
| B.C. | 6,300,000 | 5,500,000 | Canada | 10,700,000 | 14,600,000 |
| Britain | 3,600,000 | 673,000 | U.K. | 1,300,000 | 364,862 |
| Japan | 5,800,000 | 17,300,000 | France | 1,200,000 | 2,800,000 |
| Australia | 961,561 | 13,881 | Germany | 5,100,000 | 4,800,000 |
| Chile | 196,523 | 150,766 | Japan | 11,000,000 | 27,000,000 |
| France | 37,711 | 164,660 | P.I. | 5,000,000 | 2,000,000 |
| Mexico | 713,239 | 14,180 | China | 6,600,000 | 4,600,000 |
| Phil. Is. | 1,400,000 | 94,870 | Mexico | 267,328 | 1,400,000 |
| <u>1920</u> | | | Neth. | 2,200,000 | 147,113 |
| Canada | 23,000,000 | 33,000,000 | Brazil | 180,180 | 497,207 |
| U.K. | 12,000,000 | 650,000 | <u>1940</u> | | |
| P.I. | 8,000,000 | 12,000,000 | Canada | 16,000,000 | 21,000,000 |
| Mexico | 819,403 | 1,200,000 | U.K. | 15,000,000 | 727,940 |
| Japan | 108,000,000 | 40,000,000 | Japan | 20,000,000 | 12,000,000 |
| Chile | 1,000,000 | 5,000,000 | Russia | 10,000,000 | |
| China | 15,000,000 | 14,000,000 | China | 5,600,000 | 509,854 |
| Hong Kong | 3,000,000 | 2,000,000 | N.E. In- | | |
| India- | | | dies | 561,843 | 307,168 |
| Malaysia | 4,000,000 | 6,700,000 | P.I. | 5,600,000 | 2,400,000 |
| Australia | 2,000,000 | 196,000 | Mexico | 1,000,000 | 354,382 |
| | | | Brazil | 916,684 | 465,745 |
| | | | India- | | |
| | | | Malaysia | 475,000 | 350,000 |
| <u>1969 (land, water)</u> | <u>Exports</u> | | | <u>Imports</u> | |
| Canada | 522,000,000 | | Canada | 649,000,000 | |
| Japan | 291,000,000 | | Japan | 212,000,000 | |
| France | 71,000,000 | | Australia | 75,000,000 | |
| W. Germany | 50,000,000 | | P.I. | 27,000,000 | |
| U.K. | 44,000,000 | | W. Germany | 18,000,000 | |
| Belgium | 40,000,000 | | Malaya | 17,000,000 | |
| Taiwan | 39,000,000 | | Hong Kong | 17,000,000 | |

22. (continued)

| <u>1969 (land, water)</u> (continued) | <u>Exports</u> | | <u>Imports</u> |
|--|----------------|--------|----------------|
| Korea | 36,000,000 | U.K. | 16,000,000 |
| Italy | 34,000,000 | Peru | 14,000,000 |
| So. Africa | 33,600,000 | Taiwan | 9,000,000 |

23. Chief Washington Exports and Imports⁴²1850-1900

| <u>Export</u> | <u>To</u> | <u>Import</u> | <u>From</u> |
|---------------|---|---------------------|------------------------|
| Livestock | B.C. | Glass | Britain |
| Fruit | " | Woolens | Britain |
| Breadstuffs | " | Liquor | B.C. |
| Dairy Prod. | " | Coal | B.C., Aus. |
| Coffee | " | Coffee | So. Amer. |
| Tea | " | Tea | China |
| Tin | " | Silk | China, Japan |
| Cordage | " | Sugar | Hawaii |
| China | " | Cocoa nuts | Samoa, Fiji |
| Leather goods | " | Cranberries | B.C. |
| Salt | " | China | China |
| Sugar | " | Fish | B.C. |
| Tobacco | " | Wood | " |
| Wine, spirits | " | Iron bars | Mexico |
| Hay | " | Pig iron | Britain |
| Veg. oil | " | Cement | Britain |
| Lumber | Calif., Far East, Europe, So. Amer- ica | Fur Rice Jute | B.C. Japan Japan |
| Tools | B.C. | | |

23. (continued)

1920-1940Exports

Corn, wheat, hops
 Copper
 Fish
 Milk
 Lumber
 Cars
 Cotton, manuf.
 Eggs
 Electric mach.
 Fruit
 Tires
 Brass fittings
 Bones, hooves
 Iron manuf.
 Wire, plate
 Leather
 Meat
 Fuel oil
 Vegetables
 Silkworm
 Seed
 Tobacco

1960's (1969)

| | |
|--------------------|---------------|
| Agric. products | \$176,000,000 |
| Logs and lumber | 177,400,000 |
| Transport (planes) | 418,000,000 |
| Fish | 33,700,000 |
| Pulp and paper | 106,000,000 |
| Copper | 55,000,000 |
| Aluminum | 81,000,000 |

Imports

Copper ore
 Cattle
 Porcelain
 Jute
 Burlap
 Fish
 Creosote
 Min. oil prod.
 Household effects
 Rubber
 Matting
 Dairy
 Vegetable oil
 Cottonseed oil
 Print paper
 Tea
 Nitrate of soda
 Silk
 Tobacco
 Logs
 Lumber
 Baskets
 Wood pulp

| |
|-----------------|
| Petroleum |
| Copper ore |
| Wood chips |
| Sand and gravel |
| Cement |
| Lumber |
| Limestone |

24. Main B.C. Trading Partners⁴³

| <u>1899</u> | <u>Exports</u> | <u>Imports</u> |
|--|----------------|---------------------|
| U.S. | \$ 10,500,000 | \$ 5,000,000 |
| Br. Empire | 2,600,000 | 2,400,000 |
| China | | 383,000 |
| Japan | | 150,000 |
| Australia | 179,887 | |
| <u>1939</u> | | |
| U.K. | 43,700,000 | 10,500,000 |
| U.S. | 37,000,000 | 36,000,000 |
| Japan | 8,000,000 | 1,600,000 |
| E. Canada | 39,000,000 | 61,000,000 |
| Australia | 8,000,000 | 1,000,000 |
| Fiji | 2,000,000 | 2,000,000 |
| Other Br. Empire | 2,000,000 | 4,000,000 |
| <u>1950 (short tons, waterborne)</u> | | |
| U.S. | | |
| Atlantic | 228,000 | 1,500 |
| Pacific | 1,925,193 | 2,288,279 |
| U.K. | 1,160,681 | 167,667 |
| Australia | 168,434 | 4 - 10,000 tons ea. |
| New Zealand | 64,092 | 4 - 10,000 " |
| Chile | 63,000 | 4 - 10,000 " |
| China | 24,000 | 4 - 10,000 " |
| Colombia | 58,000 | 4 - 10,000 " |
| Hawaii | 82,000 | 4 - 10,000 " |
| India | 120,000 | 4 - 10,000 " |
| Japan | 141,543 | 4 - 10,000 " |
| Phil. Isl. | 100,809 | 4 - 10,000 " |

24. (continued)

| | <u>Exports</u> | <u>Imports</u> |
|------------------------------|----------------|----------------|
| <u>1960 (land and water)</u> | | |
| U.S. | \$396,000,000 | \$227,000,000 |
| U.K. | 178,000,000 | 66,000,000 |
| W. Germany | 31,000,000 | 13,000,000 |
| Hong Kong | 16,000,000 | 4,000,000 |
| India | 11,000,000 | 4,000,000 |
| Japan | 137,000,000 | 36,000,000 |
| Phil. Isles. | 11,000,000 | |
| Australia | 23,000,000 | 7,000,000 |
| Colombia | 5,900,000 | 2,000,000 |
| <u>1970 (land and water)</u> | | |
| U.S. | 991,000,000 | 614,000,000 |
| Japan | 642,000,000 | 235,000,000 |
| U.K. | 206,000,000 | 52,000,000 |
| Common market | 224,000,000 | 3,000,000 |
| Other W. Europe | 24,000,000 | 3,500,000 |
| E. Europe | 27,000,000 | 375,000 |
| Mid. E. | 4,800,000 | |
| Other Africa | 26,000,000 | 2,500,000 |
| Phil. Is. | 8,800,000 | 1,000,000 |
| India | 59,000,000 | |
| Other Asia | 71,000,000 | 37,000,000 |
| Australia | 59,000,000 | 55,000,000 |
| New Zealand | 15,000,000 | 8,000,000 |
| Other oceana | 2,000,000 | 8,000,000 |
| So. America | 42,000,000 | 27,000,000 |
| Central America, Caribbean | 23,000,000 | 29,000,000 |
| China | 137,000,000 | 29,000,000 |

25. Chief B.C. Exports and Imports⁴⁴

| | Exports (dollars) | |
|----------------------|----------------------|-------------|
| | <u>1872</u> | <u>1880</u> |
| Mine | 1,389,505 | 1,664,676 |
| Fish | 37,707 | 317,410 |
| Forest | 214,377 | 258,804 |
| Animals and products | 214,700 | 339,218 |

1920-39 Exports

Lumber
Woodpulp
Newsprint
Grain
Non-ferrous metals

1920-39 Imports

Petrol
Machinery
Cars

1950 Top Exports

Logs
Limestone
Copper ore
Wood pulp
Lead pigs
Hogged fuel
Newsprint
Lumber

1950 Top Imports

Petroleum
Gas, etc.
Cars
Sugar
Coffee

1960 Exports

Wheat 16.9%
Newsprint 10.5%
Douglas fir lumber
Aluminum
Hemlock lumber
Oil, crude
Pulp
Barley
Zinc spelter
Flax

1960 Imports

Alumina 5.6%
Cars
Coffee
Trucks
Machinery
Sugar
Tractors
Logging machinery
Tractor parts
Oil

25. (continued)

| <u>1970 Exports</u> | <u>1970 Imports</u> |
|---------------------|---------------------|
| Wheat | Cars |
| Crude petrol | Planes |
| Newsprint | Alumina |
| Wood pulp | Trucks |
| Hemlock lumber | Car parts |
| Copper ore | Tractor parts |
| Natural gas | Nickel ore |
| Douglas fir | Coffee |
| Rapeseed | Steel plate |
| Aluminum | Car engines |

26. B.C.-Puget Sound Waterborne Trade, 1970 (short tons)⁴⁵

| <u>Port</u> | <u>Loaded</u> | | <u>Unloaded</u> | |
|---|------------------|-------------------------|------------------|-------------------------|
| | <u>Vancouver</u> | <u>Other B.C. Ports</u> | <u>Vancouver</u> | <u>Other B.C. Ports</u> |
| Anacortes | 6,282 | 22,978 | 4,700 | 4,432 |
| Bellingham | 94,862 | 207,510 | 3,175 | 11,695 |
| Everett | 132,673 | 265,136 | | 20 |
| Friday Harbor | 8,109 | | 184,814 | 22,006 |
| Pt. Angeles | 21,250 | 39,140 | 6,699 | 64,209 |
| Pt. Townsend | 44,647 | 204,700 | 1,200 | 267 |
| Seattle | 436,620 | 1,021,755 | 118,003 | 19,870 |
| Tacoma | 104,908 | 303,139 | 32,060 | 40,428 |
| TOTAL | 849,351 | 2,064,358 | 350,651 | 162,927 |
| Total loaded out of B.C. to Puget Sound | | | 2,903,673 | |
| Total unloaded into B.C. from Puget Sound | | | 513,578 | |
| | | | <u>3,417,251</u> | |

27. Population of B.C. and Washington⁴⁶

| | <u>Washington</u> | <u>B.C.</u> |
|-----------|-------------------|-------------|
| 1860-1861 | 11,000 | 9,000 |
| 1870-1871 | 23,000 | 36,247 |
| 1880-1881 | 75,000 | 49,459 |
| 1890-1891 | 349,000 | 98,000 |
| 1900-1901 | 518,000 | 178,000 |
| 1910-1911 | 1,141,000 | 392,000 |
| 1920-1921 | 1,356,000 | 524,000 |
| 1930-1931 | 1,563,000 | 694,000 |
| 1940-1941 | 1,763,000 | 817,000 |
| 1950-1951 | 2,378,000 | 1,165,000 |
| 1960-1961 | 2,853,000 | 1,629,800 |
| 1970-1971 | 3,341,399 | 2,137,000 |

BACKNOTES

¹National Archives and Record Service, Federal Records Center, Seattle, Preliminary Inventory 122, Records of the Puget Sound Customs District, Record Group 36, Registers of Entrances and Clearances for years cited. Hereafter cited as PSCD. Net tons of vessels are cited throughout the text as about the only way to determine the cargo carrying capacity.

²Daily British Colonist and Victoria Chronicle, 1860.

³PSCD, Entrances and Clearances, 1870; U.S. House. 41st Cong. 3rd Sess. 1870-71. Bureau of Statistics, Commerce and Navigation of the U.S., xviii, Part II, Tables I, 8.

⁴Daily British Colonist and Victoria Chronicle, 1870. Interviews with Professors R. L. DeLorme and Keith Murray, Western Washington State College, January 21, 1976. The Fraser gold rush came after the Puget Sound Indian wars, Britain's engagement in the Crimean War and before the American Civil War, dampening factors in the Pacific Northwest.

⁵Canada. Sessional Papers. 1880, 4th Parliament 2nd Sess. vol. I, 328, 670, 871, 742. Federal statistics for B.C. and Washington customs appear in the 1870's.

⁶Seattle Post Intelligencer, 1880; PSCD, Entrances and Clearances, 1880; U.S. House. 46th Cong. 3rd Sess. Bureau of Statistics, Commerce and Navigation of the U.S. 1880, tables 1, 66, 5-61. Hereafter cited as CN.

⁷Gordon Newell, Ships of the Inland Sea (Portland, 1951), 9, 22, 72.

⁸CN, 1890, tables 1, 8, 52-56; PSCD, Entrances and Clearances, 1890; Canada, Sessional Papers, 1890, 561, 742, 810 and table 48. Hereafter cited as SP. Canada. Dominion Bureau of Statistics, Trade of Canada (Ottawa 1921), 25. Hereafter cited as TC.

⁹PSCD Entrances and Clearances, 1900; CN, 1900, 34, 36, tables 1, 2, 23, 24; TC, 1921, 25.

¹⁰PSCD Entrances and Clearances, 1910; R. E. Gosnell, Yearbook of British Columbia, 1911, 319ff. CN, 1909, 36-8; Canada, Dept. of Customs, Shipping Report (Ottawa, 1911), table 13. See tables 7 and 8 attached.

¹¹PSCD Entrances and Clearances, 1920; U.S. Department of Commerce, Bureau of Foreign and Domestic Commerce, Foreign Commerce and Navigation of the U.S., 1920, table 2, 11, 12. Shipping Report (SR), 1921, table 12; SP, 1921, table 10. TC, 1921, 25. See tables 11, 12, 15, attached, for port tonnages, decennial.

¹²PSCD Entrances and Clearances, 1930; Canada, Department of National Revenue, Shipping Report, 1931, table 12; Canada, Dominion Bureau of Statistics, Summary of Monthly Railway Traffic, 1932, 3; TC, 1931, 5, table 20; CN, 1931, part 2, table 11. See tables 6, 7, 8, 9 attached.

¹³Harbour and Shipping (Vancouver, B.C., 1930), January and May issues; U.S. War Dept., Corps of Engineers, U.S. Army and U.S. Shipping Board, Port Series #7, The Ports of Seattle, Tacoma, Bellingham, Everett and Grays Harbor, Wn. (Wn.: 1925), 24-41.

¹⁴PSCD Entrances and Clearances, foreign and coastwise, 1940. Only entrances/arrivals are tallied in this study, departures would double the totals. TC, 1941, 6; CN, tables 2, 5, 8, 11; SR, 1940, table 12; B.C. Dept. of Trade and Industry, Bureau of Economics and Statistics, "Trade of B.C.," Victoria, 1940.

¹⁵W. Gorter and G. H. Hildebrand, The Pacific Coast Maritime Shipping Industry, 1930-1948 (Berkeley, 1954), II, chs. I, XII, passim. See also, E. G. Mears, Maritime Trade of Western United States (Stanford, 1935). See table 21 attached. U.S. Department of Commerce. Foreign Commerce Yearbook, 1950, 292; B.C. Dept. of Development, Trade and Industry, 1950, Annual Report; SR, 1950, tables 2, 8, 9, 14. PSCD Entrances and Clearances, foreign and coastal, 1950.

¹⁶Canada. Dominion Bureau of Statistics, Dept. of Trade and Commerce, Summary of Monthly Traffic Reports, 1950, 7; U.S. Army Corps of Engineers, Annual Report, 1951, part 2, 1471-1479, 1522-1583. B.C. Dept. of Development, Trade and Industry, Annual Report, 1951.

¹⁷Japan. Ministry of International Trade and Industry, Foreign Trade, 1960, 148 ff; 1970, 103ff. B.C. Dept. of Industry, Development, Trade and Commerce, External Trade, 1960; SR, 1960, tables 6, 7, 10, 16. B.C. started a new ferry service with new vessels in 1961, provincially owned and operated, figures excluded here. G. Newell, The H. W. McCurdy Marine History of the Pacific Northwest (Seattle, 1965), 649, 662. See also, E. W. Wright, Lewis & Dryden's Marine History of the Pacific Northwest (Portland, 1895).

¹⁸Marine Digest, Pacific Northwest Maritime Directory (Seattle, 1969), 9 ff., 207 ff.

¹⁹Statistics Canada, Railway Freight Traffic, 1970, 7; letter to the author from Denis Chartrand, Chief, Water Transport Section, Transportation and Communications Division, Statistics Canada, Dec. 23, 1975; Statistics Canada, Shipping Report, part 1, 1970, tables 1, 2, 5, appendix A; part 2, tables 6, 7, 10; part 3, table 11; part 4, tables 1, 2. B.C. Dept. of IDTC, 1970, External Trade; Summary of Economic Activity, 1975, I, xxvii, xxviii. U.S. Army CE, Waterborne Commerce of the U.S., 1970, Part 4, 83-103.

²⁰Statistics Canada, SR, 1972, part IV, tables 19, 20, 23. See tables 41, 43 attached. Newell, McCurdy Marine History, 686-687.

²¹Aerospace Corporation, Port System Study for the Public Ports of Washington State and Portland, Oregon (Seattle, 1975), 6 vols. vol. I, 14-35. Ports have ways of indicating their value to a region. The Port of Bellingham and other bay businesses generate almost 25% of the taxes, 15% of the jobs, 25% of the payroll, 25% of the sales in Whatcom County. J. Hitchman, The Port of Bellingham, 1920-1970 (Bellingham, 1972), 71-75. Ports generate dollars in the community through handling goods. Washington ports generated one percent of the Gross State Product in 1972 through handling goods. D. Matson, Dept. of Commerce & Economic Development, Olympia, to the author, February 26, 1976. B.C. Dept. of Economic Development, External Trade, 1974, S4.

²²U.S. Dept. of Commerce, Historical Statistics of the U.S. (Wn.: 1957), tables U 1-14. Value of goods does not include import duties, prices were set f.o.b. country of origin, dollars are American, related to year, not current.

²³Canada. Dept. of Trade and Commerce, Trade of Canada, 1950, vol. I, tables 0 and I; Canada Yearbook, 1973, 358.

²⁴Historical Statistics, U 134-151; Statistical History of the U.S. (Stamford, Conn., 1965), 566B.

²⁵Ibid., U.S. Dept. of Commerce, Statistical Abstract of the U.S., 1972, 570-579.

²⁶PSCD Entrances and Clearances for years cited, foreign and coastal trade.

²⁷Trade of Canada, volumes in years cited. B.C. Dept. of Industry, Development Trade and Industry, External Trade, 1960, 1970. Gold and bullion excluded.

²⁸Denis Kerfoot, The Port of British Columbia (Vancouver, B.C., 1968), tables xvii, xviii; Statistics Canada, Shipping Report, 1970, 1972, Part II, table 7.

²⁹PSCD. Rough estimates of cargo carried may be made by using net tons, but vessels often sailed with partial cargoes. It is possible to give each vessel in foreign and coastal trade arrived a cargo of 200 short tons and each vessel in local and B.C.-Washington trade arrived a cargo of 10 to 20 tons, but cargo tonnages before 1900 are merely wild guesses. U.S. Army Corps of Engineers, Annual Reports 1901, V. 3577 ff., app. xx, 3602; 1911, III, app. vv, 2625-2646; 1921, Part II, Table 1, 4, 1931, II, T. 1, 4; 1941 II, Part II, T. 1, 4; Waterborne Commerce of the U.S. 1951, Part 2, 1522-83, 1471-1479; 1960, Vol. 4, 46 ff.; 1970, Vol. 4, 87-103.

³⁰U.S. Department of Commerce, Foreign Commerce and Navigation of the U.S., for years cited. State of Washington. Office of Program Planning and Fiscal Management, Pocket Data Book (Olympia, 1974) 23.

³¹PSCD records, Commerce and Navigation for years cited. Where figures do not agree, latter source is used for all years except 1852, 1860, 1950. Columns 2 and 3 will equal 4, column 1 is made up of 2 and 3.

³²Kerfoot, Port of B.C., tables xvii, xix, and xviii; Shipping Report, 1972, Part II, table 6. Some small ports omitted, but included in total tonnage.

³³Shipping Report for years cited, 1910 and after. B.C. Provincial Archives, "Entry of Vessels at the Custom House of Port Victoria, Vancouver Island, 1853." Canada, Sessional Papers for 1879 and 1889.

³⁴Ibid.

³⁵Ibid.

³⁶U.S. Army Corps of Engineers, Annual Reports, 1900-1948, Waterborne Commerce of the U.S., 1950-1970. Generally omitted are figures from Swinomish Channel, Lake Washington ship canal. Internal means port and tributary waterway. Local means within port. Intraport means within port's several areas. CE figures include rafted logs, ferries are put in separate category. Vancouver, Wa., Kalama and Longview are shown, but were not part of Puget Sound, Washington customs districts, rather are part of the Columbia River district.

³⁷Shipping Report and Trade of Canada, for years cited.

³⁸Trade of Canada.

³⁹Commerce and Navigation; Wash. Dept. of Commerce & Econ. Dev., "Washington State International Facts Card," 1975.

⁴⁰Trade of Canada.

⁴¹Commerce and Navigation, Washington Public Ports Association, World Trade (pamphlet).

⁴²PSCD records, Commerce and Navigation.

⁴³Trade of Canada; B.C. Dept. of IDTC, External Trade; Shipping Report.

⁴⁴Ibid.

⁴⁵Shipping Report, 1970, Part IV, Table 23.

⁴⁶Dorothy Johansen, Empire of the Columbia (N.Y., 1967), 2nd ed., 607; Historical Statistics of Canada (Ottawa, 1965), 14; Canada Yearbook, 1974, 161.

A NOTE ON THE SOURCES

The sources for the study of Pacific Northwest waterborne commerce are available in printed government documents, newspapers, customs house ledgers, and a few secondary works. However, the categories used do not always answer the searcher's questions.

Canadian government publications began to include B.C. in the 1870's and the Sessional Papers of Parliament contain helpful information on value of provincial exports and imports, flag and number of vessels arrived and departed, by port. After 1906, Canada's Dominion Bureau of Statistics printed Trade of Canada as an annual report, with figures on value of imports and exports by year and selected ports. The Dept. of Trade and Commerce issued this publication in the 1930's. Starting in 1911, the Department of Customs brought out Shipping Report, giving way to the Department of National Revenue, with data on ship arrivals and departures, by port, destination, origin and flag of vessel. From 1960 to the present, Statistics Canada has published Shipping Report in four volumes with detail on foreign and coastal commodities, value and volume of trade and number of vessels. The Canadian Port and Harbour Directory contains useful descriptions. All of the above may be obtained at the University of British Columbia Library and many are located at the Suzzallo Library of the University of Washington. In addition, correspondence with officials at Statistics Canada in offices such as the Water Transport Section of the Division of Transportation and Communications, Ottawa, can be of help. Finally, see Statistics Canada's yearly Catalog of publications.

The B.C. Provincial Archives do not hold much information on Victoria customs entrances and clearances in the

last half of the 19th century, but a few ledgers give examples of trade. B.C.'s Department of Economic Development has gone through various name changes since 1939, but their annual report, External Trade, is important for convenient summaries on trading partners and value of commodities. Officials in the D.E.D. are very helpful and publish other studies regarding the Pacific rim, Washington-Oregon markets and the B.C. economy. The Vancouver City Archive holds a few pieces of material on shipping and early lumber mills.

R. E. Gosnell, who worked for the provincial government, provided statistics otherwise difficult to locate in his Yearbook of British Columbia, from 1897 to 1911. The commercial magazine, Harbour and Shipping, published at Vancouver after 1918, has much useful information on shipping lines and trade patterns. Canada Yearbook and Historical Statistics of Canada are good starting points for broad categories of foreign trade and shipping.

Newspapers carry marine items and often print ship schedules. The Daily British Colonist and Victoria Chronicle was especially valuable for the period 1860-1890.

Denis Kerfoot's The Port of British Columbia is a mine of historical information, an important contribution to the subject of Pacific coast waterborne commerce with its analysis of ports and commodities. Finally, the reader should consult the articles and books by Judge Howay, Margaret Ormsby, W. Kaye Lamb, Norman Hacking and Barry Gough on B.C. maritime history. B.C. Historical Quarterly and B.C. Studies contain many pertinent articles.

The first difficulty with these sources is that they do not indicate cargo tonnage prior to 1900, a crucial index in waterborne commerce description and analysis. The second shortcoming is the absence of cargo tonnages in local or internal waterborne commerce within the province prior to

1960. The third gap is the lack of sustained information on waterborne commerce between Washington and B.C., rather than B.C. and the U.S.

The Japanese government publishes useful reports on foreign trade after World War II. British government statistics are historically the most thorough on foreign investment and trade.

The United States government publishes a number of volumes on waterborne commerce. For the late 19th century, the student should consult Foreign Commerce and Navigation of the United States, prepared by the Bureau of Statistics and published by the House of Representatives or Senate as part of the Treasury Department's annual report. In about 1909, the Department of Commerce and Labor assumed this publication responsibility, carrying on to the present. The searcher will find data on value of exports and imports by country, port and customs district, vessels arrived and departed, built and registered. Ferry traffic is tabulated. Commodities are listed in detail. The Department of Commerce Historical Statistics of the United States and Statistical Abstract of the United States (annual) are good places to begin any study of marine commerce and transport.

The U.S. Army Corps of Engineers' Annual Reports, 1900-1948, are valuable for providing cargo tonnages. From 1950 to the present, cargo tonnages are listed in the Corps' Waterborne Commerce of the United States, four annual volumes that also feature the number of vessel arrivals and departures and types of commodities. Despite claims that these figures are inflated, the great importance of the Corps data is that they show local, coastal and foreign cargo tonnages, by port, the only source to do so. Actually, some tonnage is missed, e.g., the tankers at Cherry Point. In addition, they list tug, barge and log tows. The Army

Engineers also publish Port Series with abundant detail on facilities, labor, handling costs and shipping lines for a multitude of ports. Corps records lack thorough cargo tonnage figures for the years before 1899 in Puget Sound. Publications of the Interstate Commerce Commission seemed to be of little value to this study. These documents are available at the University of Washington and Army Corps of Engineers office, Seattle.

The National Archives and Records Service Federal Records Center at Seattle holds the records of the Puget Sound Customs Service to 1913 and stores customs records to 1970. The latter are subject to Treasury Department clearance. The collection has many facets, e.g., smuggling, finance and office accounts, seamen's claims, but for this study, the ledgers on entrances and clearances of vessels, cargoes, rigs, in coastal and foreign trade were most useful. There was nothing on local trade. Charges per vessel and vessel net tons were listed, but cargo tons were not, much to the dismay of the searcher. There is some question as to whether these records are complete, so the selected data are offered for the first time, with this qualification.

The State of Washington Archives do not have any records pertinent to this study. The State's department of Commerce and Economic Development offers recent figures on foreign trade that are extremely useful, as is the Office of Program Planning and Fiscal Management's Pocket Data Book. The Washington Public Ports Association is helpful and with the various port commissions, publishes studies and forecasts, such as Aerospace Corporation's Port System Study for the Public Ports of Washington State and Portland, Oregon. Port records are public and their annual reports, commission minutes and resolutions make an enticing field for research. See J. H. Hitchman, The Port of Bellingham, 1920-1970.

Marine Digest, along with trade journals, yields a pot-pourri of information. The Washington newspapers, such as the Post-Intelligencer, are indispensable for filling gaps in the last half of the 19th century. The Seattle Marine Exchange has export-import information dating from 1915. See also, J. H. Hitchman, "Primary Source Materials in Washington Maritime History," Pacific Northwest Quarterly, April, 1974, for suggested sources and topics.

For secondary works, the reader must consult Gordon Newell's many books, especially the H. W. McCurdy Marine History of the Pacific Northwest, 1895-1965. He is now at work on a sequel. E. W. Wright's Lewis and Dryden's Marine History of the Pacific Northwest carries the story from exploration to 1895. Both works are detailed chronicles of events, ships and men by year. See also Newell's Ships of the Inland Sea for steamboats and Pacific Coastal Liners. The works of James Gibbs, Helen Gibbs and Edwin Coman, Giles Brown, T. R. Cox, Oscar Winther and Dorothy Johansen are crucial to the literature of the field. Various articles in the Pacific Northwest Quarterly, Oregon Historical Quarterly, The American Neptune and Pacific Historical Review pertain to Pacific Northwest maritime history. For the Pacific coast, consult John H. Kemble's articles on the Panama route and the Pacific Mail Steamship Company. W. Gorter and G. H. Hildebrand, The Pacific Coast Maritime Shipping Industry, 1930-1948, analyzes the causes of the malaise. E. G. Mears' pioneering and comprehensive Maritime Trade of Western United States to 1935 and Walter Radius' U.S. Shipping in the Trans-pacific Trade, 1922-1938, provide excellent models as well as statistics on Washington and Oregon trade.

Again, the primary sources are weak prior to 1900, and do not focus on B.C.-Washington commerce, local trade, or differentiate between land, water, air export and import,

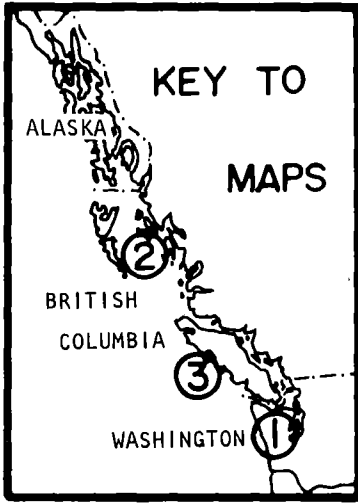
matters this paper attempts to remedy. Federal statistics after World War II are so massive that connections between ports and foreign regions are difficult to make. The period 1910-1940 in U.S. published documents is most satisfactory for purposes of this paper, where the period 1950-1970 is best for Canadian published documents. A new finding aid of incisive assistance is J. L. Andriot, Guide to U.S. Government Publications, in three volumes, with supplements. Of course, more information exists in Ottawa and Washington, D.C. for the travelling researcher.

The Washington State Library at Olympia is an excellent depository for both secondary and primary sources. The Washington Room collection and published United States government documents are very complete and the staff is most helpful to the searcher through interlibrary loan.

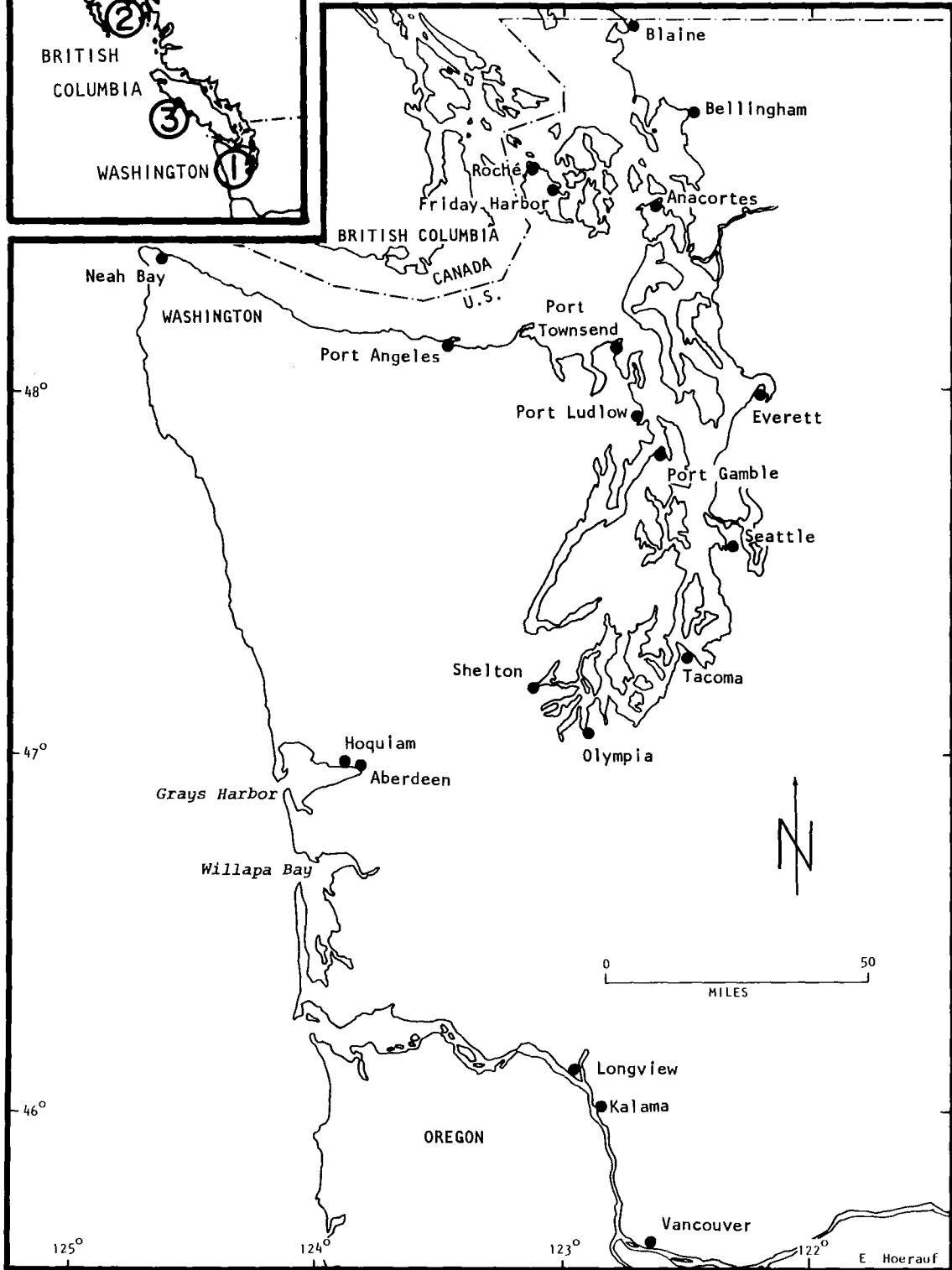
To patch in elusive local material for the 1880's and 1890's, the student might wish to consult the R. L. Polk annual city directories, e.g., Tacoma.

The outstanding marine photography collection of Joe Williamson at Winslow should not be overlooked. This retired commercial photographer also maintains the Webster and Stevens photo collection, dating from around 1900. These pictures may identify a specific sailing ship, tugboat, liner or freighter.

At any rate, it must be emphasized that there are excellent sources and topics for the study of Pacific Coast maritime history. Naval bases, shipping lines, foreign trade and commodity flow come to mind. Hopefully, writers will deal with these and other topics in the future.



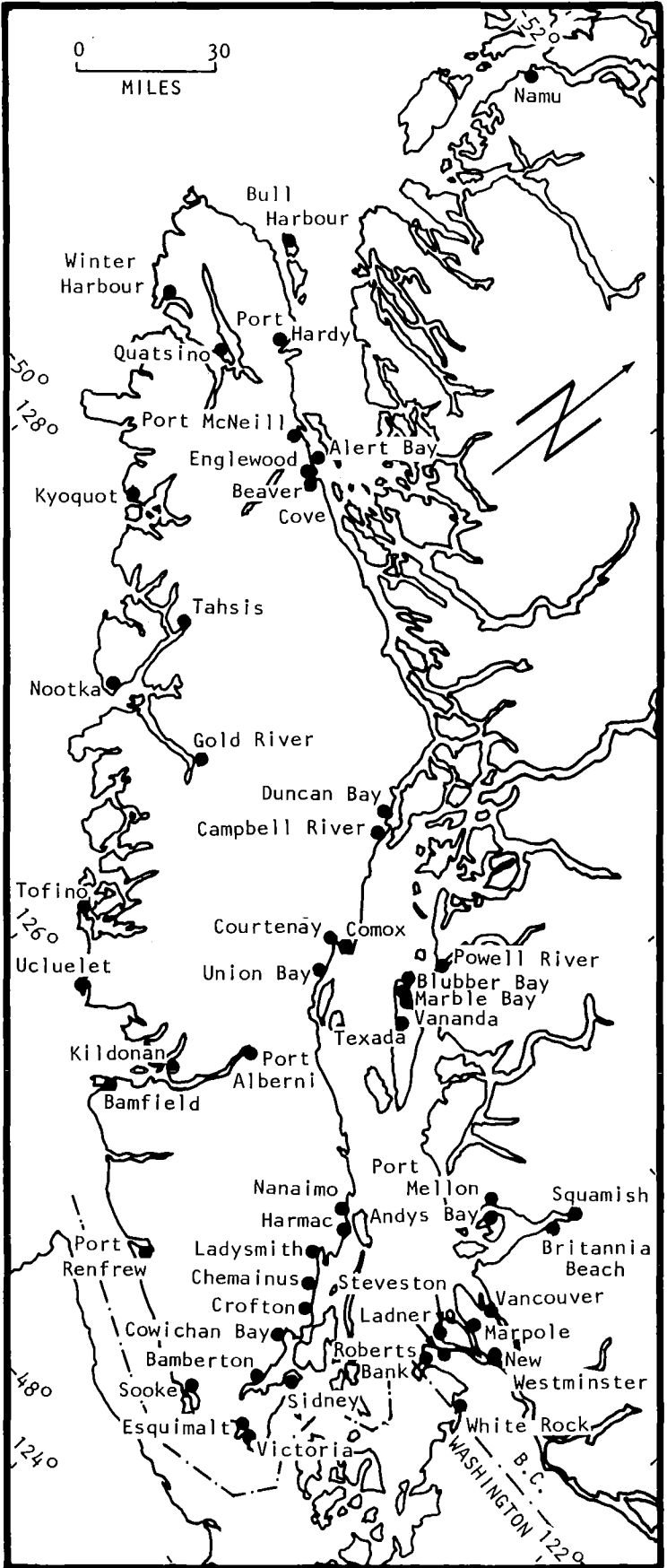
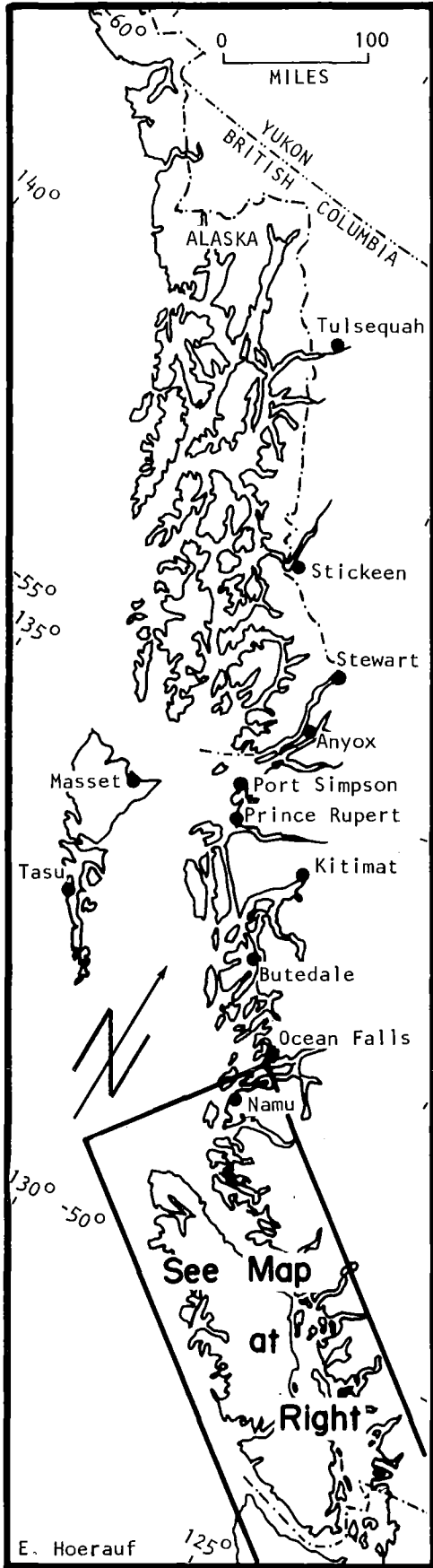
① Ports in Washington



②

Ports in British Columbia

③



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